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American Railroad Journal.

New York, Saturday, January 4, 1873.

Railroad Bridge over the Niagara at Lewiston.

Measures are on foot for the construction of a railroad bridge across the Niagara river at Lewiston. The plan is pushed forward under the auspices of the Lake Ontario Shore Railroad, now being constructed from Oswego to Lewiston. The object is to bring the Lake Ontario Shore road into connection with the Canadian system, and ultimately to form a northern line from the seaboard to the great west. From the Buffalo Courier we learn that this object is to be secured from the three great points: New York, Boston, and Portland—from the first via the Midland; from the second via the Hoosac tunnel, and from Portland via the northern line through New Hampshire, Vermont and across Northern New York to Oswego. These routes combining at the last named place will proceed thence westward by the Lake Ontario Shore road to Lewiston, where they will connect with the Great Western of Canada, and possibly with the Canada Southern. For that purpose it is in contemplation to construct a first class suspension bridge at Lewiston, upon the site of the old carriage bridge which was so nearly destroyed a few years ago. A meeting of parties interested in this enterprise was recently held at

Clifton, Ca., and a committee appointed to prepare plans and estimates for the new bridge.

To Investors.

To those who wish to REINVEST JANUARY COUPONS OR DIVIDENDS, and those who wish to INCREASE THEIR INCOME from means already invested in other less profitable securities, we recommend the Seventy-Three Gold Bonds of the Northern Pacific Railroad Company as well secured and unusually productive.

The bonds are always convertible at Ten per cent. premium (1.10) into the Company's Lands at Market Prices. The rate of interest (seven and three-tenths per cent. gold) is equal now to about 8½ currency—yielding an income more than one-third greater than U. S. 5-20s. Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the Post-Office address of the owner. All marketable stocks and bonds are received in exchange for Northern Pacifics ON MOST FAVORABLE TERMS.

JAY COOKE & CO.

New York, Philadelphia and Washington,

Financial Agents N. P. R. R. Co.

Baltimore and Potomac Railroad Completed.

We are gratified to say, says the Marlboro' Gazette, that the Baltimore and Potomac Railroad is finished to the river, and that in a very short time it will be fully equipped the entire distance to Pope's creek on the Potomac river. On Thursday last Vice President DuBarry and several other officers of the road passed over it from Baltimore to Pope's creek, the southern terminus, with a view of examining the work below Marlboro'. They were accompanied by Mr. Seabrooke, the general contractor. It is understood that the road will be formally handed over to the company

by Mr. Seabrooke on the first of January—finished." The president of the road, Hon. Oden Bowie, was prevented by previous engagements from accompanying the party. This was a source of regret as his friends in Charles county were anxious to thank him in person for his constant and labors efforts in behalf of the road.

The New Line Through West Virginia.

A correspondent of the Baltimore Gazette, writing from the National Capital, says:

A trip from Charleston, the capital of West Virginia, on the Kanawha, to the east, over the Chesapeake and Ohio Railroad, will ere long be an everyday occurrence, and hence will lose much of its novelty. Anticipating that rapidly approaching day, permit me to give you a rapid sketch of the trip. Leaving Charleston at 12 M., on Saturday, the 22d, by a special car, furnished a portion of the members of the Legislature of West Virginia by the officers of the Chesapeake and Ohio Railroad Company, we reached the Falls of Kanawha about 2 P. M., where, by the care of Capt. Parsons, director of said road, we were transferred to coaches, which carried us safely to Bowyer's Ferry, twenty miles from Kanawha Falls. Upon reaching the ferry we were at once taken charge of by Gen. Wickham, vice-president of the road, and Major H. D. Whitcomb, chief engineer. From the General we learned that there were but fifteen miles of unfinished road, and that most of that was ready for the rail. By 2 P. M., we started for Gordonville; and he who would see the wildest, grandest scenery of this country should visit the canon, New river.

The character of the road with which I propose to deal principally is really worthy of those who have planned and built it. From one end to the other it has stamped upon it the impress of first-class workmen, and every bridge is built for a double track. Every part has the appearance of durability, and its very appearance indicates its assured importance among the railroads of this country. The location of the road bespeaks for it all the business its capacity will admit of from the first day of its opening, which will be about the middle of January. The country it traverses is rich in all the ores necessary to a manufacturing district. Iron and coal find their rarest association here, being so arranged as to furnish loaded cars each way to or from a furnace. Timber of the best quality stands in unbroken forests of hundreds of thousands of acres. Once through the New river canon you approach the mountain scenery of Virginia, which Scribner's correspondent for December and January numbers has so graphically described. The C. and O. R. R. Co. has everything to attract the tourist, the capitalist, the worker of wood or iron.

The Montclair Railroad.

The occasion of the completion of the Montclair branch of the New York and Oswego Railway, which was consummated on Saturday last, suggests a few facts in regard to the manner and nature of the enterprise, which is of no mean importance to the county and the state. The road is about forty miles long, commencing at Jersey City, passing through Kearney, North Newark, Bloomfield, Montclair, Little Falls and Pompton to Greenwood Lake, where it will connect with the Short Line of the New York and Oswego Midland Railroad and become the eastern or New Jersey section of that great route. The Montclair Railway has two branches now building, one leading to Orange, the other to Morristown. The Orange branch will be running about the 1st of March and possibly earlier. The Morristown branch is in course of construction, the tunnel through the mountain at Montclair having been already driven about five hundred of the two thousand feet necessary.

The chief advantages to the community are the opening up of a large section hitherto dormant, and the infusion of a new life along its entire line by connecting all that region closely with the city of New York. The connections westerly will increase the supply and lessen the cost of all the great staples of consumption. The actual increase in value of property along the line may be understood by a comparison of prices at the time of beginning with prices now prevailing at the time of completion of the road.

The prices affixed are the average prices, and are generally based on bona-fide sales.

Localities.	Acres.	Av. price in 1869.	Av. price in 1872.	Inc. in value.
Kearney	2,500	\$700	\$2,000	\$1,250,000
Bellville & Woodside	1,250	2,000	5,000	1,920,000
Montgomery	1,000	600	1,200	600,000
Bloomfield, outside village	2,000	1,000	2,500	5,000,000
Montclair n. of village.	4,000	500	1,500	4,000,000
Little Falls	3,500	150	350	700,000
Wayne	3,000	100	250	450,000
Piquanock	2,000	75	200	250,000
Pompton Plains	2,500	100	300	500,000
Pompton (imp'd land)	5,000	150	250	500,000
Do. (mountain land).	15,000	25	75	750,000

Total.....\$1,780 \$15,920,000

Length, 32 miles. Average advance, 123 per cent.

To produce this great increase of wealth along its route the company have expended nearly four millions of dollars, of which nearly half a million were required for the great cut at Kearney.

The Montclair Railway has been built in the interest of the New York and Oswego Midland Railway Company, under a contract by which the latter company acquires the perpetual use of the road from the time of completion, and by virtue of that contract it is now surrendered and will be hereafter operated by the New York Midland Company, of which Mr. Littlejohn is president. Mr. Pratt, the president of the Montclair Company, will, at his own request, be relieved from further active duties in the management, and will devote himself to private business as soon as the interests of the company may permit.

About three months since the president of the company sent circulars to the citizens at the different points on the line, inviting them to subscribe to the stock of the company such amounts as seemed desirable, for handsome depots at the various stations; but of about twenty communities thus solicited only one at the present time has responded.—Newark (N. J.) Daily Advertiser.

The time allowed for the foreclosure of the first mortgage on the Boston, Hartford and Erie Railroad, on account of the failure of the payment of interest on the bonds, will expire on the 18th of March. Notice will then be given to the holders of bonds to meet at the expiration of thirty days for the purpose of organizing a new company. The stock and floating debt will by this means be wiped out, and the bondholders

will receive stock in the new company at the rate of ten shares for every one-thousand dollar bond.

Railroads of the United States.

The following tabulation exhibits an approximate survey of the total length and cost of railroads in the United States at the opening of the year 1873, and of the distribution thereof to the several geographical division, States and Territories, which in the aggregate compose the Union:

Sections, States and Territories.	Length in Miles.	Cost of Road & equipm't.
Maine.....	1,017.50	\$906.50
New Hampshire.....	1,144.38	\$922.73
Vermont.....	859.30	\$761.30
Massachusetts.....	1,816.49	\$1,625.02
Rhode Island.....	133.16	\$132.16
Connecticut.....	986.44	\$898.26

New York.....	5,957.27	\$5,146.97
New Jersey.....	6,685.35	\$4,884.95
Pennsylvania.....	1,559.99	\$1,343.69
Delaware.....	7,484.95	\$6,792.55
Maryland.....	280.69	\$222.69
West Virginia.....	240.63	\$185.43
	788.30	\$493.30

Virginia.....	17,905.21	\$13,542.31
North Carolina.....	2,180.95	\$1,504.75
South Carolina.....	1,749.46	\$1,338.46
Georgia.....	1,572.69	\$1,316.19
Florida.....	1,572.69	\$1,316.19
	2,968.27	\$2,205.39
	778.70	\$475.70

Alabama.....	9,198.07	\$6,840.49
Mississippi.....	3,463.60	\$1,858.60
Louisiana.....	2,224.90	\$985.40
Texas.....	1,095.00	\$560.00
Arkansas.....	3,295.25	\$1,260.73
Tennessee.....	1,624.00	\$651.50
Kentucky.....	2,142.64	\$1,521.14
	2,266.22	\$1,195.74

Ohio.....	16,111.61	\$8,033.11
Michigan.....	5,844.47	\$3,923.77
Indiana.....	4,351.68	\$2,973.72
Illinois.....	5,859.35	\$3,705.25
Wisconsin.....	10,150.81	\$6,877.71
	4,141.70	\$2,128.20

Minnesota.....	29,348.01	\$19,608.65
Dakota Ter.....	2,802.50	\$1,861.60
Montana Ter.....	1,000.00	\$323.00
Idaho Ter.....	489.00	\$48.00
Iowa.....	120.00	\$12.00
Nebraska.....	5,597.21	\$3,679.72
Wyoming Ter.....	1,756.75	\$1,147.25
Missouri.....	454.00	\$50,000.00
Kansas.....	5,183.32	\$2,969.32
Colorado Ter.....	3,142.85	\$1,901.85
New Mexico Ter.....	1,439.00	\$551.00
Indian Ter.....	960.00	\$480.00
	1,441.00	\$310.50

California.....	24,376.63	\$13,198.24
Nevada.....	3,825.80	\$1,491.30
Utah Ter.....	1,469.00	\$569.00
Oregon.....	637.00	\$376.00
Washington Ter.....	2,784.00	\$297.00
Arizona Ter.....	620.00	\$55.00
	600.00	\$60.00

9,935.80 2,788.30 \$169,278,000

GENERAL RECAPITULATION BY SECTIONS.

N. E. States.....	5,957.27	\$5,146.97
Middle States.....	17,905.21	\$13,542.31
S. E. States.....	9,198.07	\$6,840.49
Gulf & S.W. States.....	16,111.61	\$8,033.11
Interior, East.....	29,348.01	\$19,608.65
Interior, West.....	24,376.63	\$13,198.24
Pacific Slope.....	9,935.80	\$2,788.30

Grand total.....\$12,832.60 69,158.07 \$8,486,638,749

The following exhibit makes a statement of the

increase of mileage and cost in the several sections as deduced from a comparison of the statistics of the previous year and those of the present year:

	Length in Miles.	Cost of Road & equipm't.
Total.	Complete.	
N. E. States.....	192.45	\$182.32
Middle States.....	1,514.96	\$1,220.37
S. E. States.....	142.87	\$273.42
Gulf & S.W. States.....	364.85	\$1,001.59
Interior, East.....	1,604.24	\$1,444.51
Interior, West.....	2,410.96	\$1,860.07
Pacific Slope.....	2,018.00	\$549.10

Total increase...8,244.33 6,511.38 \$423,180,313

The progress of railroad construction in the United States since 1827, in which year the Granite Railroad at Quincy, Mass., was inaugurated, to the present time is shown in the following table:

Year.	Miles Yearly open.	Yearly Increase.	Year.	Miles Yearly open.	Yearly Increase.
1827...	3		1850...	7,476	1,125
1828...	3		1851...	8,589	1,114
1829...	28	25	1852...	11,027	2,438
1830...	41	13	1853...	13,497	2,470
1831...	54	13	1854...	15,672	2,175
1832...	131	77	1855...	17,398	1,726
1833...	576	445	1856...	19,251	1,853
1834...	762	186	1857...	22,625	3,374
1835...	918	156	1858...	25,090	2,465
1836...	1,102	184	1859...	26,755	1,665
1837...	1,431	329	1860...	28,771	2,016
1838...	1,843	412	1861...	30,593	1,822
1839...	2,220	477	1862...	31,769	1,176
1840...	2,797	577	1863...	32,471	702
1841...	3,319	522	1864...	33,860	1,389
1842...	3,877	558	1865...	34,442	582
1843...	4,174	297	1866...	35,351	909
1844...	4,311	137	1867...	36,896	1,545
1845...	4,522	211	1868...	38,822	1,926
1846...	4,870	348	1869...	42,272	3,450
1847...	5,336	466	1870...	48,860	6,588
1848...	5,682	346	1871...	55,535	6,675
1849...	6,350	668	1872...	62,647	7,112

1873 - - - 69,158 | Increase - - - 6,511

The year 1872 terminates with an increase of 6,511 miles of railroad in the whole breadth and length of the land; and the cost of railroads has increased during the same year in the amount of \$423,180,313. The rate of increase in mileage has been 10.4 per cent, and in cost 14.1 per cent.

The mileage increased in the five years ended December 31, 1872, from 38,822 to 69,158, or 30,336 miles, being 81.1 per cent. In the same term of years, the cost increased from \$1,660,460,809 to \$3,436,538,749, or \$1,776,177,944—the rate of increase being 106.9 per cent.

In the year ending with December 1867, the average cost per mile of railroads in the United States was \$42,770, and at the close of 1872, \$49,592, showing an increase of 16.2 per cent.

These figures and deductions clearly demark a rapid and important enhancement in the costliness of railroads and their equipments in this country. It is by no means a fictitious enhancement; but on the contrary, the value of money has also been constantly enhancing from the commencement to the close of the term of years embraced in the exhibits as above.

Peculation and knavery have incessantly levied heavy booty on capital used in construction in its transit from a floating to a permanent condition, and that this roguery has contributed largely to swell the cost there can be no possible doubt. But still the main conclusion deduced from our figures must be that the character of construction and of locomotive and carrying ma-

chinery has been essentially changed and improved at a large moiety of the enhanced cost.

Taking the Boston and Albany Railroad as an instance of increased cost, we find that while at the close of 1867 this was only \$17,692,861, it had risen by the close of 1872 to \$24,301,751, an increase of \$6,608,890, or 35 per cent, no additional length of road having in the meanwhile been made. An explanation of the change exhibited is found by reference to the reports of the company for the years named, which show that in the interim there have been added to the second track and sidings about 70 miles; that a large amount of rail has been changed from iron to steel; that nearly all the bridges have been rebuilt with stone and iron; that scarcely an old structure remains; and that the equipment has been enlarged by the addition of about 60 locomotives and 2,000 cars. In fact an almost new road has been built and equipped at the cost represented by the increased amount.

There are, however, many instances in which the increased cost is chiefly nominal, and the result of financial manipulation. The more prominent of the concerns thus indicated are of too notorious a character to need special notice.

It will be perceived that in the year 1872, as compared with the previous year, the increase in mileage is less by about 600 miles. This is a less retardation in the annual increase than might have been anticipated. The year has been a remarkable one. Mainly throughout, money has been "tight," both here and in Europe; and American Railroad bonds have not been readily negotiated in foreign markets in which heretofore large amounts have found easy "placing." The enormous rise in the price of iron and steel have also contributed largely to hinder progress; and that we have accomplished so much as the result shows is probably due mainly to the fact that the builders had the advantage of contracts entered upon before the rise in prices alluded to. Of late prices have become more favorable to buyers, but the general complaint of undue cost is heard, and the indications are that, for the present, but few new enterprises in the railroad line will be undertaken. That the great lines already in progress (though they must cost immensely beyond the original estimates) will be carried to completion and usefulness there can be no doubt. The Northern and the Southern Pacific Railroads, and others in the western half of the country, are of too great importance to the Union at large to permit of their abandonment, or of any delay in their construction and final completion.

The financial results of operating existing railroads, as indicated by the monthly returns of earnings on the great thoroughfares during the year 1872, have been favorable; and in almost every instance an increased income is shown. The country is evidently prospering under the stimulus of an improving system of roads. Every line as it is opened to commerce finds ready work for all the machinery that our shops can turn out. It appears, indeed, that the business of the country keeps ahead of the means of transportation, and even on the distant wilds towards the setting sun, where but a few years ago civilization had no resting place, the car of commerce finds a loading,

And so it will be to the end. The impetus steam power has already given to progress can never be broken. It is the lever of a mighty present and future commerce, and its adjunct industries.

Massachusetts Railroads.

The Boston *Advertiser* extracts the following information from the report of the Massachusetts Railroad Commissioner:

The twenty-four railroads reported are, with perhaps one or two unimportant exceptions, all that are operated by the companies owning them. The total length of main line operated by them is 1,363 miles. Those not reported have main lines aggregating about 450 miles, but fully one-half of this mileage is operated by roads included in our returns. There are, we believe, but three branch lines in the State that are not reported. We may, therefore, give a view full enough for all practical purposes of the condition of Massachusetts railroads.

On a general examination of the returns as a whole we at once notice the healthy growth of business and of profits. During the year twenty railroads, operating 1,763 miles, exclusive of leased lines, carried 33,395,615 passengers against 30,514,236 in 1871, being a gain of 2,881,379 passengers and of 9.4 per cent. The freight returns for the Fitchburg road were not included in the last report, and we can, therefore, report but nineteen, the five excluded roads being the Boston, Barre and Gardner, the Mansfield and Framingham, the Framingham and Lowell, the Fitchburg, and the Massachusetts Central. The other nineteen roads carried 9,490,323 tons of freight against 7,864,398 tons the previous year—an increase of 1,525,930 tons, and of 19.2 per cent. The gross earnings of twenty-one roads amounted to \$28,335,058 this year, against \$25,367,910 62 last year—a gain of \$2,967,147 38, and of 11.7 per cent.; while the net income of the past year was for the same roads, \$7,823,696 49, against \$7,113,722 18 in 1871—an increase of \$709,974 31, or 9.98 per cent. The increase of net income as above amounts to more than one per cent. on the entire capital of the roads reported—a result which surely reflects great credit upon the management which has achieved it. It is not, however, to be taken for granted that the shareholders in these railroads are to receive an additional dividend. The companies have during the year added little to their capital stock, but quite materially to the total of debt. The aggregate indebtedness of all the railroads reported was \$52,026,317 63, against \$20,155,777 20, as reported last year. But the debt of the Hartford and Erie road, though not reported in 1871, has not been increased within the year. As a matter of fact, the figures for 1872 being \$52,026,000, those for 1871 should be \$42,655,000, showing an increase in the year of \$9,600,000. The increased revenue, is therefore, just about equal to the payment of seven per cent interest on the increase of debt.

On the 1,789 miles of railroad reported there are 1,834 crossings of highways at grade, and 1,473 of these crossings are unguarded by either gates or flagmen. There are but three roads in the whole list that have as high as forty per cent of their crossings so guarded—the Providence road, which has but nine unprotected crossings out of forty-seven; the New Bedford and Taunton, with thirteen out of forty-three, and the Eastern, with sixty-four out of one hundred and twenty-one. Some of the roads have apparently not a crossing-gate on their lines, nor a flagman in their employment. It is satisfactory to find the railroads adopting safety appliances, and the list of companies using train brakes, on which we commented some time ago, will be a valuable item in future reports. The companies have added largely to their rolling stock during the year. We make the following comparison for twenty-one railroads:

	1872.	1871.
Locomotives	758	644
Passenger cars	946	780
Mail and baggage cars	289	254
Freight cars	13,880	6,607

We think it very probable that the extraordinary increase in freight cars reported will be found exaggerated, though we cannot discover the error unless it be that the freight cars are not "reduced" to eight wheels. If the figures are correct they show a very gratifying movement on the part of railway managers. The total passenger mileage of the year on twenty roads reached the enormous figure of 504,279,375, against 466,099,613 in 1871. Dividing this mileage by the whole number of passengers carried, we find that the average railroad journey, which was 15.27 miles in 1871, becomes 15.10 miles in 1872, showing that the universal tendency of additional facilities is to increase the number but to shorten the average length of trips. The total freight mileage on nineteen roads was 515,942,875 against 411,516,291 in 1871. This indicates that the freight carried in 1871 was transported 52.32 miles on an average; while in 1872 it was carried 54.36 miles; and this we take to be a proof of the growth of the through freight business. The average rates of fare and freight have varied but slightly during the past year. On the whole, we think the showing a good one. On some of the smaller roads the transient rates are very high, but on the seven Boston roads the average rate per mile varies only between 2.40 cents and 2.93 cents, while season ticket passengers ride at from .78 cent to 1.47 cents a mile.

THE INDIANA

AND

ILLINOIS CENTRAL RAILWAY COMPANY'S First Mortgage 7 per cent. GOLD BONDS.

AN EAST AND WEST AIR LINE OF 152 MILES FROM INDIANAPOLIS, INDIANA, TO DECATUR, ILLINOIS, two of the largest railway centres in the West.

The WESTERN DIVISION (85 miles) of this important line, opening, for the first time, direct Western communication with the

BLOCK COAL FIELDS

of Indiana, will be completed and ready for business with an ample first-class freight and passenger equipment by FEBRUARY, 1873.

It traverses a populous and a highly cultivated district now without railway connections, and it is assured a profitable business from the start, in coal and farm products.

A large part of the cost of construction has been, and will in the end be, paid in cash by the stockholders and people on the line.

Bonds \$1,000 each, payable in 30 years, principal and interest in GOLD, FREE OF GOVERNMENT TAX.

Sinking Fund 2½ per cent. of gross earnings.

Whole issue \$3,500,000, of which those now selling are on COMPLETED ROAD.

For sale at 90 and accrued interest, by the Financial Agents of the Company (of whom pamphlets and information may be obtained).

Walker, Andrews & CO., No. 14 WALL ST., NEW YORK.

The Governor of Virginia has signed the bill repealing the act of March 17, 1872, for the payment of interest, so that the interest on the State debt cannot be paid without a further enactment of the Legislature.

Railroads of the United States.

A Tabular Statement showing the Length and Cost of each Work at the close of the financial year ending nearest to January 1, 1873.
(Not including City Passenger Railroads.)

STATE OF MAINE.

Area....31,776 sq. M. Population....626,915. Valuation....\$204,253,780.

Corporate Titles of Companies.	Length in Miles. Total. Completed. and Equipm't.	Cost of Road Total. Completed. and Equipm't.
1. Androscoggin.....	21.00	21.00 }
Lewiston Branch.....	12.00	12.00 }
2. Atlantic and St. Lawrence (N. H. & Vt.) ..	79.00	79.00 }
3. Bangor and Piscataquis.....	48.20	48.20 }
4. Belfast and Moosehead Lake.....	33.50	33.50 }
5. Belfast and Piscataquis.....	21.00	21.00 }
6. Boston and Maine (N. H. & Mass.).....	2.50	2.50 }
Portland Extension.....	42.00	42.00 }
7. Dexter and Newport.....	14.00	14.00 }
8. European and North American.....	114.00	114.00 }
Orono Branch.....	6.00	6.00 }
9. Houlton Branch (N. B. & Can. R. R.).....	6.00	6.00 }
10. Knox and Lincoln.....	49.00	49.00 }
11. Leeds and Farmington.....	38.00	38.00 }
12. Machiasport (private).....	7.50	7.50 }
13. Maine Central.....	110.00	110.00 }
Portland Extension.....	19.00	19.00 }
14. Portland and Kennebec.....	63.00	63.00 }
Bath Branch.....	9.50	9.50 }
15. Portland and Ogdensburg (N. H.).....	50.00	50.00 }
16. Portland and Oxford Central.....	27.50	27.50 }
17. Portland and Rochester (N. H.).....	49.50	49.50 }
18. Portland and Rutland (N. H.).....	48.00	48.00 }
19. Portland, Saco and Portsmouth.....	51.30	51.30 }
20. Portsmouth, Great Falls and Conway (N. H.) ..	3.50	3.50 }
21. St. Croix and Penobscot.....	22.00	22.00 }
22. Somerset.....	33.50	33.50 }
23. Somerset and Kennebec.....	37.00	37.00 }
Total.....	1,017.50	906.50 }

STATE OF NEW HAMPSHIRE.

Area....9,280 sq. M. Population....318,300. Valuation....\$149,065,290.

1. Ashuelot.....	23.76	23.76 }
2. Atlantic and St. Lawrence (Maine & Vt.)...	54.00	54.00 }
3. Boston, Concord and Montreal.....	93.54	93.54 }
4. Boston and Maine (Mass. & Maine.).....	35.00	35.00 }
Great Falls Branch.....	2.75	2.75 }
5. Cheshire (Mass.).....	42.81	42.81 }
6. Concord.....	35.00	35.00 }
Hooksett Branch.....	7.00	7.00 }
7. Concord and Portsmouth.....	41.00	41.00 }
8. Contoocook River.....	14.64	14.64 }
9. Dover and Winnepesaukee.....	28.50	28.50 }
10. Eastern.....	16.55	16.55 }
11. Fitchburg (Mason Branch, Mass.).....	9.37	9.37 }
12. Franklin and Portland (Me.).....	35.00	35.00 }
13. Manchester and Keene.....	38.00	38.00 }
14. Manchester and Lawrence.....	22.39	22.39 }
15. Manchester and North Weare.....	19.13	19.13 }
16. Merrimack and Connecticut Rivers.....	27.16	27.16 }
17. Monadnock (Mass.).....	30.40	30.40 }
18. Mount Washington.....	3.00	3.00 }
19. Nashua and Lowell (Mass.).....	5.25	5.25 }
20. Nashua and Rochester.....	33.00	33.00 }
21. New Hampshire Central.....	70.00	70.00 }
22. Northern New Hampshire.....	69.16	69.16 }
Bristol Branch.....	13.41	13.41 }
23. Portland and Ogdensburg.....	60.00	60.00 }
24. Portland and Rochester (Me.).....	3.00	3.00 }
25. Portland and Rutland (Me.).....	43.00	43.00 }
26. Portsmouth and Dover.....	13.00	13.00 }
27. Portsmouth, Great Falls and Conway.....	69.50	69.50 }
28. Sugar River Valley.....	30.00	30.00 }
29. Sullivan County.....	26.00	26.00 }
30. Suncook Valley.....	33.00	33.00 }
31. White Mountains and Extension.....	51.00	51.00 }
Branch to foot of Mt. Washington.....	12.00	12.00 }
32. Wilton.....	15.43	15.43 }
33. Wolfeborough.....	12.00	12.00 }
34. Worcester and Nashua (Mass.).....	6.63	6.63 }
Total.....	1,144.38	822.73 }

STATE OF VERMONT.

Area....10,212 sq. M. Population....330,551. Valuation....\$102,548,528.

1. Addison County.....	15.00	15.00 }
2. Atlantic and St. Lawrence (Me. & N. H.)...	16.00	16.00 }
3. Connecticut and Passumpsic Rivers.....	110.30	110.30 }
4. Grand Trunk of Canada.....	16.50	16.50 }
5. Harlem Extension (New York).....	58.00	58.00 }
State Line Branch.....	2.00	2.00 }
6. Missisquoi.....	31.00	31.00 }
7. Missisquoi and Clyde River.....	28.00	28.00 }
8. Montpelier and Wells River.....	40.00	40.00 }
9. Rensselaer and Saratoga (N. Y.).....	35.00	35.00 }
Rutland Branch.....	7.00	7.00 }
Total.....	1,922.723	1,922.723 }

Corporate Titles of Companies.

Length in Miles. — Cost of Road and Equipm't.

10. Portland and Ogdensburg (Ver. Div.).....	116.00	55.00 }
11. Rutland.....	120.00	120.00 }
12. Southern Vermont.....	8.00	8.00 }
13. Vermont Central.....	117.00	117.00 }
Montpelier Branch.....	2.00	2.00 }
14. Vermont and Canada.....	47.00	47.00 }
Burlington Branch.....	8.50	8.50 }
St. Armand Branch.....	17.00	17.00 }
15. Vermont and Massachusetts (Mass.).....	10.31	10.31 }
16. Vermont Valley.....	23.69	23.69 }
17. Woodstock.....	31.00	14.00 }
Total.....	859.30	761.30 }

STATE OF MASSACHUSETTS.

Area....7,800 sq. M. Population....1,457,351. Valuation....\$1,591,983,112.

1. Athol and Enfield.....	30.40	30.40 }
2. Attleborough Branch.....	3.88	3.88 }
3. Berkshire.....	21.14	21.14 }
4. Boston and Albany (New York) 201.65 m....	162.35	162.35 }
Hudson City Branch (New York) 17.33 m....	.....	..... }
Grand Junction.....	9.30	9.30 }
Brookline Branch.....	1.55	1.55 }
Newton Lower Falls Branch.....	1.10	1.10 }
Saxonville Branch.....	3.70	3.70 }
Milford Branch.....	12.00	12.00 }
Milbury Branch.....	3.00	3.00 }
5. Boston, Barre and Gardner.....	23.38	23.38 }
6. Boston, Clinton and Fitchburg.....	41.40	41.40 }
Marlboro' Branch.....	1.47	1.47 }
7. Boston, Hartford and Erie (Ct. & R. I.).....	51.75	51.75 }
Woonsocket Division.....	33.75	33.75 }
Southbridge Branch.....	17.50	17.50 }
8. Boston and Lowell.....	26.75	26.75 }
Lexington Branch.....	9.25	9.25 }
Stoneham Branch.....	2.50	2.50 }
Woburn Branch.....	2.00	2.00 }
9. Boston and Maine (N. H. & Me.).....	36.75	36.75 }
Medford Branch.....	2.00	2.00 }
Methuen Branch.....	3.75	3.75 }
10. Boston and Providence (R. I.).....	38.00	38.00 }
West Roxbury Branch.....	5.00	5.00 }
Dedham Branch.....	2.00	2.00 }
India Point Branch.....	7.50	7.50 }
11. Cape Cod.....	71.62	71.62 }
Branches.....	4.90	4.90 }
12. Cheshire (N. H.).....	10.81	10.81 }
13. Connecticut River.....	50.00	50.00 }
Chicopee Falls Branch.....	2.35	2.35 }
Holyoke Branch.....	2.00	2.00 }
14. Danvers.....	9.26	9.26 }
15. Dorchester and Milton.....	3.25	3.25 }
16. Duxbury and Cohasset.....	17.50	17.50 }
17. Eastern.....	44.20	44.20 }
Saugus Branch.....	10.10	10.10 }
Marblehead Branch.....	3.50	3.50 }
Lawrence Branch.....	19.87	19.87 }
Gloucester Branch.....	16.56	16.56 }
Salisbury Branch.....	3.41	3.41 }
Asbury Grove Branch.....	1.00	1.00 }
18. Essex Branch.....	5.50	5.50 }
19. Fall River, Warren and Providence (R. I.)..	3.66	3.66 }
20. Fitchburg.....	50.00	50.00 }
Freight and Ice Branch, in Charlestown.....	0.68	0.68 }
Watertown Branch.....	6.60	6.60 }
Lancaster and Sterling Branch.....	12.42	12.42 }
Peterboro' and Shirley Branch (N. H.).....	14.25	14.25 }
21. Framingham and Lowell.....	26.00	26.00 }
22. Hanover Branch.....	7.87	7.87 }
23. Hartford and New Haven (Conn.).....	5.87	5.87 }
24. Holyoke and Westfield.....	10.23	10.23 }
25. Horn Pond Branch.....	0.64	0.64 }
26. Lowell and Lawrence.....	12.35	12.35 }
27. Mansfield and Framingham.....	23.00	23.00 }
28. Massachusetts Central.....	98.00	98.00 }
29. Middleboro' and Taunton.....	8.54	8.54 }
30. Milford and Woonsocket.....	3.88	3.88 }
31. Monadnock (N. Hamp.).....	2.20	2.20 }
32. Mount Tom and Easthampton.....	3.40	3.40 }
33. Nashua, Acton and Boston.....	22.00	22.00 }
34. Nashua and Lowell (N. H.).....	9.25	9.25 }
35. New Bedford and Taunton.....	20.13	20.13 }
Weir Branch (20-31).....	0.61	0.61 }
Acushnet Branch.....	0.35	0.35 }
Fairhaven Branch.....	15.11	15.11 }
36. Newburyport.....	26.98	26.98 }
37. New Haven and Northampton (Conn.).....	32.62	32.62 }
38. New London Northern (Conn.).....	44.00	44.00 }
39. Norwich and Worcester (Conn.).....	17.40	17.40 }
40. Old Colony and Newport (R. I.).....	114.25	114.25 }
Easton Branch.....	1.69	1.69 }
Dorchester and Milton Branch.....	3.25	3.25 }
Bridgewater Branch.....	7.25	7.25 }
Granite Branch.....	3.10	3.10 }
Shawmut Branch.....	2.50	2.50 }
Total.....	1,591.983	1,591.983 }

Corporate Titles of Companies	Length in Miles		Cost of Road and Equipm't.	Corporate Titles of Companies	Length in Miles		Cost of Road and Equipm't.
	Total.	Completed.			Total.	Completed.	
41. Pittsfield and North Adams	18.65	18.65	\$450,000	9. Blossburg and Corning	15.64	15.64	\$582,346
42. Providence and Worcester (R. I.)	25.51	25.51	1,072,630	10. Boston and Albany (Mass.)	39.30	39.30	5,440,885
Connecting Branch (Worcester)	1.00	1.00		Hudson City Branch	17.33	17.33	
43. Salem and Lowell	16.88	16.88	468,969	11. Boston, Hartford and Erie (Mass., R.I. & Ct.)	42.00		420,000
44. South Reading Branch	8.15	8.15	299,468	12. Buffalo, Bradford and Pittsburg (Pa.)	8.00	8.00	882,896
45. South Shore	11.50	11.50	501,593	13. Buffalo, Corry and Pittsburg (Pa.)	37.20	37.20	1,319,274
46. Stockbridge and Pittsfield	21.93	21.93	550,000	14. Buffalo Creek	3.25	3.25	178,348
47. Stony Brook	13.16	13.16	272,216	15. Buffalo and Jamestown	70.00	12.00	450,000
48. Stoughton Branch	4.04	4.04	121,941	16. Buffalo, New York and Erie	142.00	142.00	3,330,000
49. Taunton Branch	11.10	11.10		17. Buffalo, New York and Philadelphia (Pa.)	76.00	76.00	2,404,574
Weir Branch (11-31)	0.59	0.59	516,283	18. Carthage, Watertown and Sackett's Harbor	28.00	18.00	526,594
Attleborough Branch	8.60	8.60		19. Cayuga Lake	36.00	36.00	1,450,000
50. Troy and Greenfield (tunnel)	30.00	30.00	3,700,000	20. Cayuga and Susquehanna	34.61	34.61	589,110
Eastern Division	7.00	7.00		21. Cazenovia and Canastota	15.00	15.00	538,001
51. Vermont and Massachusetts (Vt.)	59.00	59.00		22. Central of Long Island	22.00	22.00	1,000,000
Greenfield Branch	8.00	8.00	3,224,148	Branches (Bethpage and Hempstead)	4.00	4.00	
Turner's Falls Branch	2.80	2.80		23. Chemung	17.36	17.36	380,000
52. Ware River	49.10	15.63	891,958	24. Cherry Valley, Sharon and Albany	20.91	20.91	600,000
53. West Stockbridge	2.75	2.75	39,600	25. Clove Branch	4.25	4.25	150,000
54. Williamsburg and North Adams	38.00		38,000	26. Cooperstown and Susquehanna Valley	16.00	16.00	456,001
55. Worcester and Nashua (N. H.)	39.60	39.60	1,964,937	Branch	1.00	1.00	
Total	1,816.49	1,625.02	\$98,335,768	27. Delhi and Middletown	30.00	12.00	323,043

STATE OF RHODE ISLAND.

Area	1,306 sq. M.	Population	217,353	Valuation	\$244,278,854
1. Boston, Hartford and Erie (Mass. & Ct.)	0.75	0.75	\$75,000		
2. Boston and Providence (Mass.)	6.00	6.00	712,487		
3. Fall River, Warren and Providence (Mass.)	2.13	2.13	135,197		
4. Hartford, Providence and Fishkill (Ct.)	26.32	26.32	1,230,864		
Dorrance Street (Prov.) Branch	0.81	0.81	256,000		
5. New York, Providence and Boston (Ct.)	45.00	45.00	1,863,900		
6. Old Colony and Newport	16.25	16.25	846,861		
7. Providence, Warren and Bristol	13.00	13.00	705,620		
8. Providence and Worcester (Mass.)	17.90	17.90	1,159,159		
9. Westerly (Quarry) Branch	1.50	1.50	30,000		
10. Wickford Branch	3.50	3.50	70,000		
Total	133.16	133.16	\$7,079,088		

STATE OF CONNECTICUT.

Area	4,674 sq. M.	Population	537,454	Valuation	\$425,433,237
1. Boston, Hartford and Erie (Mass. & R.I.)	9.50	9.50	\$950,000		
Putnam to Williamantic	29.00	29.00	2,900,700		
2. Connecticut Valley	44.00	44.00	2,126,209		
3. Connecticut Western	67.50	67.50	3,348,054		
Branch	1.70	1.70			
4. Danbury and Norwalk	23.80	23.80	898,352		
5. Erie and New England (N. Y.)	23.00		23,000		
6. Fairhaven and Westville	6.00	6.00	150,000		
7. Hartford and New Haven (Mass.)	56.13	56.13			
Hartford Branch	0.25	0.25			
New Britain Branch	2.50	2.50	4,961,629		
Middletown Branch	10.00	10.00			
8. Hartford, Providence & Fishkill (R. I.)	96.04	96.04	3,238,887		
9. Hartford and Wethersfield	9.00	9.00	210,000		
10. Housatonic	74.00	74.00	2,505,559		
11. Naugatuck	57.00	57.00	2,041,402		
12. New Canaan	8.35	8.35	256,826		
13. New Haven and Derby	10.33	10.33	982,000		
14. New Haven, Middletown and Williamantic	52.00	52.00	5,683,843		
Norwich Branch	22.00				
15. New Haven and Northampton (Mass.)	51.26	51.26			
New Hartford Branch	14.09	14.09	2,406,355		
Tariffville Branch	1.04	1.04			
16. New London Northern (Mass.)	66.00	66.00	954,744		
17. New York, Housatonic and Northern	23.25	5.36	488,953		
18. New York and New Haven (N. Y.)	46.96	46.96	6,467,350		
Connecting (N. H.) Branch	3.00	3.00			
19. New York, Providence and Boston (R. I.)	17.00	17.00	704,100		
20. Norwich and Worcester (Mass.)	42.00	42.00	1,927,941		
Allyn's Point Extension	7.00	7.00			
21. Ridgefield and New York	23.29		175,000		
22. Rockville	4.80	4.80	171,855		
23. Shepaug Valley	32.50	32.50	692,213		
24. Shore Line	50.00	50.00	1,200,000		
25. South Manchester	2.25	2.25	67,000		
26. Windsor Locks and Suffield	3.50	3.50	75,000		
27. Watertown and Waterbury	4.40	4.40	130,733		
Total	986.44	898.26	\$45,377,013		

STATE OF NEW YORK.

Area	47,000 sq. M.	Population	4,382,759	Valuation	\$1,967,001,185
1. Adirondac (and Land)	182.00	60.00	\$3,103,062		
2. Albany and Susquehanna	142.00	142.00	8,530,663		
3. Albany and Vermont	12.00	12.00	610,000		
4. Atlantic and Great Western (Penn. & Ohio)	49.14	49.14	4,914,000		
5. Avon, Genesee and Mount Morris	15.50	15.50	247,000		
6. Black River and Morristown	36.40		190,454		
7. Black River and St. Lawrence	38.00	12.00	142,884		
8. Black River and Woodhull (wooden rails)	13.00	13.00	15,000		

9. Blossburg and Corning	15.64	15.64	\$582,346		
10. Boston and Albany (Mass.)	39.30	39.30	5,440,885		
Hudson City Branch	17.33	17.33			
11. Boston, Hartford and Erie (Mass., R.I. & Ct.)	42.00		420,000		
12. Buffalo, Bradford and Pittsburg (Pa.)	8.00	8.00	882,896		
13. Buffalo, Corry and Pittsburg (Pa.)	37.20	37.20	1,319,274		
14. Buffalo Creek	3.25	3.25	178,348		
15. Buffalo and Jamestown	70.00	12.00	450,000		
16. Buffalo, New York and Erie	142.00	142.00	3,330,000		
17. Buffalo, New York and Philadelphia (Pa.)	76.00	76.00	2,404,574		
18. Carthage, Watertown and Sackett's Harbor	28.00	18.00	526,594		
19. Cayuga Lake	36.00	36.00	1,450,000		
20. Cayuga and Susquehanna	34.61	34.61	589,110		
21. Cazenovia and Canastota	15.00	15.00	538,001		
22. Central of Long Island	22.00	22.00	1,000,000		
Branches (Bethpage and Hempstead)	4.00	4.00			
23. Chemung	17.36	17.36	380,000		
24. Cherry Valley, Sharon and Albany	20.91	20.91	600,000		
25. Clove Branch	4.25	4.25	150,000		
26. Cooperstown and Susquehanna Valley	16.00	16.00	456,001		
Branch	1.00	1.00			
27. Delhi and Middletown	30.00	12.00	323,043		
28. Dunkirk, Warren and Pittsburg (Pa.)	42.20	42.20	1,790,663		
29. Dutchess and Columbia	58.00	58.00	2,766,470		
30. Elmira, Jefferson and Canandaigua	46.84	46.84	500,000		
31. Elmira and Williamsport (Pa.)	9.00	9.00	305,198		
32. Erie Railway (Pa. & N. J.)	384.50	384.50			
Piermont Branch	18.00	18.00			
Newburg Branch	19.00	19.00	96,300,000		
Buffalo Branch	60.00	60.00			
Third rail owned 64 1/2 miles	32.25	32.25			
33. Erie and Genesee Valley	21.00	7.00	158,854		
34. Far Rockaway Branch	6.00	6.00	95,173		
35. Flushing and North Side	11.85	11.85	989,941		
36. Fonda, Johnstown and Gloversville	10.00	10.00	464,409		
37. Glen's Falls Branch	5.76	5.76	221,639		
38. Goshen and Deckertown	11.64	11.64	290,901		
39. Greene	10.25	10.25	320,386		
40. Greenwich and Johnsonville	14.00	14.00	273,893		
41. Harlem Extension (Vt.)	56.00	56.00	3,653,764		
42. Hempstead and Rockaway (Valley Stream)	9.00	9.00	225,000		
43. Hudson Suspension Bridge and Erie	37.00		37,000		
44. Hudson Valley	10.00		1,000		
45. Ithaca and Athens	35.00	35.00	999,219		
46. Junction (Buffalo)	7.67	7.67	207,037		
47. Lake Champlain and Moriah (& Br. 187)	9.05	9.05	327,577		
48. Lake Ontario Shore	142.80	55.00	2,654,309		
Rochester Branch	6.40				
49. Lake Shore & Michigan Southern (Pa., O., Ind., Mich. & Ill.)	68.34	68.34	5,912,317		
50. Lockport and Buffalo	14.00		14,000		
51. Long Island	94.00	94.00			
East New York and Jamaica	5.00	5.00			
Hempstead Branch	2.50	2.50			
Glen Cove, Roslyn and Mineola	9.00	9.00	5,016,402		
Northport Branch	15.00	15.00			
Sag Harbor Branch	35.00	35.00			
52. Middleburg and Schoharie	5.75	5.75	102,200		
53. Middletown and Crawford	10.22	10.22	159,618		
54. Middletown, Unionville and Water Gap	13.00	13.00	350,476		
55. Montgomery and Erie	10.26	10.26	288,931		
56. Monticello and Port Jervis	23.75	23.75	1,054,956		
57. Montreal and Plattsburg and Whitehall and Plattsburg	43.00	43.00	1,000,000		
58. Nanuet and New City	4.00	4.00	80,000		
59. Newburg and Kingston	35.00		35,000		
60. Newburg and Midland	25.00		25,000		
61. New York and Albany (west side)	150.00		150,000		
62. New York and Boston	58.00	26.00	1,250,000		
63. New York & Canada (Whitehall to Pt. Henry)	38.00		380,000		
64. New York Central and Hudson River	441.75	441.75			
Athens to Junction	37.87	37.87			
Troy to Schenectady	21.00	21.00			
Syracuse to Rochester	105.00	105.00			
Batavia to Attica	11.00	11.00	60,413,657		
Rochester to Suspension Br.	74.75	74.75			
Lockport to Tonawanda	12.25	12.25			
Charlotte Junction to Charlotte	6.88	6.88			
Buffalo to Lewiston	29.67	29.67			
65. New York, Housatonic & Northern (Conn.)	16.50				
66. New York and Harlem	130.75	130.75	14,797,563		
Port Morris Branch	2.12	2.12			
67. New York and New Haven (Conn.)	15.29	15.29	1,787,836		
68. New York and Oswego Midland	245.00	245.00			
Norwich Branch	75.00	75.00			
New Berlin Branch	22.00	22.00	16,000,000		
Delhi Branch	16.50	16.50			
Ellenville Branch	7.50	7.50			
69. New York and Mahopac	6.97	6.97	229,110		
70. New York and North Salem	8.00		835		
71. New York, Utica and Ogdensburg	72.00		72,000		
72. New York and White Plains	20.00		20,000		
73. Niagara Bridge and Canandaigua	99.00	99.00	1,000,000		
74. North Shore of Long Island	6.25	6.25	300,548		
75. Northern, of New Jersey (N. J.)	1.25	1.25	27,452		

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Corporate Titles of Companies.	Length of Miles.		Cost of Road Total. Completed. and Equip'm't.
	Total.	Completed.	
Nyack and Northern.....	4.33	4.33	\$143,675
Ogdensburg and Lake Champlain.....	118.00	118.00	5,730,943
Branches.....	4.00	4.00	
Ogdensburg and Morristown.....	13.00		
Oswego and Rome.....	38.58	38.58	950,955
Oswego and Syracuse.....	34.98	34.98	
Third Rail 46.14 m.....	23.07	23.07	1,369,324
Pennsylvania and Sodus Bay.....	81.00		180,379
Philadelphia and Morristown (R. W. & O. R. R.).....	35.00	7.00	280,000
Poughkeepsie and Eastern.....	46.25	46.25	2,250,000
Rensselaer and Saratoga.....	25.22	25.22	
Saratoga and Whitehall.....	47.52	47.52	6,224,496
Rutland and Whitehall (Vt.).....	27.00	27.00	
Rochester and Genesee Valley.....	18.45	18.45	671,303
Rochester, Nunda and Pennsylvania.....	43.00		43,000
Rochester and Pine Creek.....	27.00	6.25	270,000
Rochester and State Line (Salamanca).....	100.00		10,000
Rockland Central.....	14.00		2,800
Rome and Clinton.....	13.03	13.03	350,000
Rome, Watertown and Ogdensburg.....	141.11	141.11	
Potdam Branch.....	24.28	24.28	5,740,943
Cape Vincent Branch.....	24.24	24.24	
Rondout and Oswego (N. Y. Kingston & Syr.).....	98.00	72.50	2,874,518
Rye and Westchester.....	15.00		15,000
Saratoga and Schenectady.....	21.00	21.00	484,684
Schenectady and Susquehanna.....	15.00	15.00	450,000
Schenectady and Utica.....	78.00		78,000
Schoharie Valley.....	4.38	4.38	94,369
Skaneateles (and Branch 0.5).....	5.00	5.00	139,670
Smithtown and Port Jefferson.....	16.00		32,000
Sodus Bay, Corning and New York.....	86.00		86,000
1.Sodus Point and Southern.....	35.00		350,000
1.Southern Central (Pa.).....	98.00	98.00	3,428,609
2.Southern Westchester.....	28.00		28,000
3.Southfield (Furnace) Branch.....	1.00	1.00	17,922
4.South Side (L. I.).....	57.00	57.00	3,055,371
Branch.....	1.25	1.25	
5.Spytton Dayvil and Port Morris.....	14.00	6.00	729,733
6.State Island.....	13.00	13.00	381,769
7.Sterling Mountain.....	7.60	7.60	499,631
8.Syracuse Branch of N. Y., U. & O. R. R.....	48.00		48,000
9.Syracuse, Binghamton and N. Y.....	81.00	81.00	3,867,059
0.Syracuse and Chenango Valley.....	42.00	12.00	882,685
1.Syracuse Northern.....	44.40	44.40	1,332,000
2.Suspension Bridge and Erie Junction.....	23.25	23.25	1,500,000
3.Troy and Bennington.....	5.38	5.38	236,953
4.Troy and Boston.....	34.91	34.91	2,312,098
5.Troy and Greenbush.....	6.00	6.00	294,948
6.Troy and Saratoga.....	20.00		2,000
7.Troy Union and Depot.....	2.14	2.14	783,984
8.Union (Ramapo).....	0.25	0.25	11,792
9.Utica and Black River.....	74.75	74.75	2,112,965
0.Utica, Chenango and Susquehanna Valley.....	46.00	46.00	2,818,631
Richfield Springs Branch.....	21.00	21.00	
1.Utica, Chenango and Cortland.....	30.00		30,000
2.Utica, Ithaca and Elmira.....	76.00	76.00	3,000,000
3.Valley (Binghamton to State Line).....	11.50	11.50	783,239
4.Walkkill Valley.....	85.25	25.00	1,096,412
5.Warwick Valley.....	10.16	10.16	199,162
6.Waverly and State Line (Pa. & N. Y. R. R.).....	0.25	0.25	24,974
7.West Shore Hudson River.....	93.00		626,635
	6,635.35	4,584.95	\$320,971,068

STATE OF NEW JERSEY.

Area.....	8,320 sq. M.	Population.....	906,096.	Valuation.....	\$624,868,971.
Belvidere Delaware.....	67.00	67.00		\$3,784,387	
Camden and Amboy.....	61.28	61.28			
Bordentown to Trenton.....	6.19	6.19			
Trenton and Dean's Pond.....	17.00	17.00			
Trenton to New Brunswick.....	26.11	26.11		13,000,230	
Princeton Branch.....	3.00	3.00			
Jamesburg to Monmouth Junction.....	6.50	6.50			
Monmouth Junction to Kingston.....	4.00	4.00			
Camden and Atlantic.....	60.23	60.23		2,127,827	
Camden and Burlington County.....	23.02	23.02		715,362	
Mount Holly to Burlington.....	7.12	7.12			
Cape May and Millville.....	41.25	41.25		818,449	
Central of New Jersey.....	64.00	64.00		20,159,803	
Elizabeth City to Jersey City.....	10.00	10.00			
Chester.....	2.25	2.25		136,597	
Deckertown and State Line.....	11.30			11,300	
Ferro Monte.....	2.50	2.50		40,628	
Flemington.....	12.00	12.00		394,095	
Freehold and Jamesburg Agricultural.....	17.00	17.00		383,011	
Hackensack and New York.....	7.50	7.50		191,246	
Hackensack Extension.....	13.25	13.25		406,775	
Hibernia Mine.....	5.00	5.00		148,638	
High Bridge (private).....	1.24	1.24		33,000	
Jersey City and Bergen.....	6.00	6.00		486,920	
Lodi Branch (private).....	0.78	0.78		20,000	
Long Branch and Sea Shore.....	9.00	9.00		398,863	
Long Dock and Tunnel.....	2.88	2.88		2,880,000	
Longwood Valley.....	25.00			25,000	

Corporate Titles of Companies.	Length of Miles.		Cost of Road Total. Completed. and Equip'm't.
	Total.	Completed.	
21. May's Landing and Egg Harbor City.....	7.00	7.00	\$125,000
22. Mercer and Somerset.....	22.50	22.50	666,311
23. Millstone and New Brunswick.....	6.63	6.63	113,404
24. Montclair.....	40.00	40.00	3,000,000
25. Morris and Essex.....	84.00	84.00	
Denville to Bergen Tunnel.....	34.00	34.00	11,610,000
26. Mount Holly, Lumberton and Medford.....	6.50	6.50	163,150
27. Mount Hope Mineral.....	4.25	4.25	160,000
28. National.....	84.00	26.00	
Trenton Branch.....	4.00		2,000,000
29. Newark and Bloomfield.....	6.00	6.00	103,850
30. Newark and New York.....	8.00	8.00	2,367,285
31. New Jersey.....	33.80	33.80	
Branch.....	1.50	1.50	9,458,323
32. New Jersey Midland.....	68.00	68.00	6,800,000
33. New Jersey Southern.....	68.75	68.75	
Port Monmouth to Eatontown.....	10.00	10.00	5,870,000
Manchester to Tom's River.....	7.50	7.50	
34. New Jersey West Line.....	66.00	24.00	2,400,000
35. New York and Fort Lee.....	21.00	2.00	300,806
36. Northern New Jersey (N. Y.).....	20.25	20.25	500,452
37. Ogden Mine.....	10.00	10.00	487,244
38. Orange and Newark and Branch.....	9.00	9.00	897,022
39. Paterson and Hudson River.....	14.50	14.50	630,000
40. Paterson and Newark.....	12.00	12.00	1,000,000
41. Paterson and Ramapo.....	15.12	15.12	350,000
42. Pemberton and Hightstown.....	22.00	22.00	528,692
43. Pemberton and New York.....	18.00	18.00	875,000
44. Pequest and Walkkill.....	45.00		45,000
45. Perth Amboy and Woodbridge.....	6.50	6.50	214,582
46. Ridgefield Park.....	12.00		120,000
47. Rocky Hill.....	3.60	3.60	45,006
48. Salem.....	16.58	16.58	278,828
49. South Branch.....	16.00	16.00	441,869
50. Squankum and Freehold.....	7.65	7.65	100,000
51. Sussex.....	24.00	24.00	
Newton to Branchville.....	7.00	7.00	1,435,586
52. Swedesboro.....	8.25	8.25	269,425
53. Tom's River and Ware Town.....	13.00	13.00	166,000
54. Tuckerton.....	28.80	26.80	600,000
55. Vincentown Branch.....	4.50	4.50	45,257
56. Vineland.....	47.50	47.50	1,826,191
57. Warren.....	18.25	18.25	2,367,285
58. Weehawken Branch.....	3.25	3.25	325,000
59. West Jersey.....	37.36	37.36	
Millville and Glassboro.....	22.30	22.30	2,241,892
Bridgeport and Port Norris R. R.....	21.25	21.25	530,000
60. Williamstown.....	30.00	15.00	300,000
Total.....	1,559.99	1,343.69	\$107,518,499

STATE OF PENNSYLVANIA.

Area.....	46,000 sq. M.	Population.....	3,521,791.	Valuation.....	\$1,313,236,042.
1. Allegheny Valley.....	176.60	132.00		\$9,747,216	
Eastern Extension.....	112.00			1,120,000	
2. Allentown.....	35.80	35.80		1,432,000	
3. Atlantic & Great Western (N. Y. & O.).....	92.16	92.16			
Mendville to Oil City.....	33.20	33.20		12,536,000	
4. Bald Eagle Valley.....	51.19	51.19			
Milesburg to Bellefonte.....	2.50	2.50		1,050,000	
5. Barclay Coal.....	16.00	16.00		1,200,000	
6. Bedford and Bridgeport.....	39.70	39.70		1,000,000	
7. Bellefonte and Snow Shoe.....	21.20	21.20			
Snow Shoe Intersection Branch.....	4.00	4.00		442,059	
8. Bloss (leased to Tioga).....	4.31	4.31		125,000	
9. Buffalo, Bradford and Pittsburg (N. Y.).....	18.00	18.00		1,986,604	
10. Buffalo, Corry and Pittsburg (N. Y.).....	6.00	6.00		212,784	
11. Buffalo, New York and Philadelphia (N. Y.).....	41.00	41.00		1,360,000	
12. Catasauqua and Fogelsville.....	20.00	20.00			
Trexler to Farmington.....	4.15	4.15		742,157	
13. Catawissa.....	94.00	94.00			
Branches.....	4.50	4.50		5,126,500	
14. Chartiers.....	22.80	22.80		1,095,639	
15. Chester Creek.....	7.25	7.25		365,400	
16. Chester Valley.....	21.50	21.50		1,371,900	
17. Chestnut Hill.....	4.13	4.13		120,650	
18. Cleveland and Pittsburg (O.).....	15.00	15.00		864,737	
19. Colebrookdale.....	18.80	18.80		906,582	
20. Columbia and Port Deposit (Md.).....	34.55	0.25		19,762	
21. Connecting (Phila.).....	6.78	6.78		2,278,300	
22. Cornwall.....	7.47	7.47			
Branches.....	1.07	1.07		394,724	
23. Cowanesque Valley.....	12.00	12.00		300,000	
24. Cumberland Valley (Md.).....	68.00	68.00		1,272,149	
25. Danville, Hazleton and Wilkesbarre.....	45.00	45.00		1,055,600	
Black Creek Branch.....	22.00	22.00		440,000	
26. Delaware and Hudson.....	77.00	77.00		3,384,306	
Baltimore Coal and Union R. R.....	17.00	17.00		340,000	
27. Delaware, Lackawanna and Western.....	115.00	115.00			
Keyser's Valley Branch.....	2.80	2.80		14,314,981	
28. Dunkirk, Warren and Pittsburg.....	12.50	12.50		529,337	
29. East Brandywine and Waynesburg.....	17.50	17.50		264,800	
30. East Mahanoy.....	7.54	7.54			
Mine Branches.....	3.35	3.35		391,604	

AMERICAN RAILROAD JOURNAL.

Corporate Titles of Companies.		Length in Miles.		Cost of Road and Equipm't.	Corporate Titles of Companies.		Length in Miles.		Cost of Road and Equipm't.	
		Total.	Completed.				Total.	Completed.		
31.	East Pennsylvania.....	36.00	36.00	\$1,484,290	79.	Pennsylvania Cannel Coal.....	12.00	12.00	\$400.00	
32.	Ebensburg and Cresson.....	11.00	11.00	122,000	80.	Pennsylvania and Delaware.....	21.00	21.00	630.00	
33.	Elmira and Williamsport (N. Y.).....	69.20	69.20	2,351,300	81.	Pennsylvania Petroleum.....	101.00	17.00	500.00	
34.	Erie Railway (N. Y.).....	42.50	42.50	8,500,000	82.	Perkiomen.....	30.65	18.40	989.40	
35.	Erie and Pittsburgh.....	83.69	83.69	4,771,123	83.	Philadelphia and Baltimore Central (Md.)...	36.75	36.75	1,583.30	
	Erie Harbor Branch.....	3.16	3.16		84.	Philadelphia and Erie.....	287.60	287.60	20,799.40	
	Newcastle Iron Works Branch.....	0.62	0.62		85.	Phila., Germantown and Norristown.....	17.00	17.00	1,514.80	
36.	Fayette County.....	12.67	12.67	130,000		Germantown Branch.....	3.00	3.00		
37.	Frankford and Holmesburg.....	4.15	4.15	159,427	86.	Philadelphia and New Hope.....	37.50		3.70	
38.	Hanover Branch.....	12.20	12.20	260,000	87.	Philadelphia and Reading.....	98.40	98.40		
39.	Harrisburg, Portsmouth, Mt. Joy & Lancaster.....	36.00	36.00	1,182,550		N. Liberties and Penn. Township Br.....	1.40	1.40		
	Columbia Branch.....	18.00	18.00			Port Kennedy Branch.....	1.20	1.20		
40.	Hempfield (Wheeling, Pbg. & Balt.) W. Va.....	61.00	17.00	680,708		Lebanon Valley Branch.....	53.70	53.70	38,677.00	
41.	Huntingdon and Broad Top Mountain.....	44.00	44.00			West Reading Branch.....	1.90	1.90		
	Shoup's Run Branch.....	9.25	9.25	2,792,475		Lebanon and Tremont Branch.....	42.20	42.20		
	Six Mile Run Branch.....	4.50	4.50			Mahanoy and Shamokin.....	64.60	64.60		
	Sandy Run Branch.....	1.00	1.00		88.	Philadelphia and Trenton.....	26.60	26.60	1,545.90	
42.	Ironton.....	11.00	11.00	268,000	89.	Phila., Wilmington and Balt. (Del. & Md.)..	18.21	18.21	2,031.70	
43.	Jamestown and Franklin.....	51.00	51.00	2,463,074	90.	Pickering Valley.....	11.30	11.30	468.40	
	Stoneboro' Coal Branch.....	1.50	1.50			Pine Grove & Leb. (merged in Ph. & Rdg.)				
44.	Jefferson.....	22.50	22.50	4,395,700	91.	Pithole Valley.....	7.00	7.00	353.20	
	Main Line to several points.....	13.50	13.50		92.	Pittsburg, Cincinnati & St. Louis (W. Va. & O.)	35.25	35.25	3,176.00	
	Lane's Run to Carbondale.....	25.00	25.00		93.	Pittsburg and Connellsville.....	142.00	142.00	7,951.40	
45.	Junction and State Line and Branches (3 ft.)	250.00		250,000		Hickman's Run Branch.....	1.00	1.00		
46.	Junction (Phila.).....	4.62	4.62	698,324	94.	Pittsb'g, Ft. Wayne & Chicago (O. Ind. & Ills.)	49.00	49.00	3,486.70	
47.	Lackawanna and Bloomsburg.....	80.00	80.00	3,959,678	95.	Pittsburg, Virginia and Charleston.....	85.00		145.50	
	Pittston Branch.....	2.00	2.00		96.	Plymouth.....	9.25	9.25	274.40	
48.	Lake Shore and Michigan Southern (N. Y. O., Mich., Ind. and Ill.).....	44.03	44.03	4,092,719		Port Kennedy (merged in Phila. and Rdg.)				
49.	Lancaster and Reading (narrow gauge).....	34.00		590,000	97.	Reading and Columbia.....	40.00	40.00	2,260.70	
	Lancaster to Safe Harb. 11, & to Quarryv. 14	25.00				Lancaster Branch.....	8.00	8.00		
50.	Lawrence (Ohio).....	8.10	8.10	275,778		Lebanon Branch.....	8.20	3.40		
51.	Lehigh and Lackawanna.....	36.00	15.00	675,100		Mount Hope Branch.....	2.50			
52.	Lehigh and Susquehanna.....	105.00	105.00	12,011,731	98.	Schuylkill and Susquehanna.....	54.00	54.00	1,283.40	
	Nescopeck Branch.....	9.00	9.00		99.	Schuylkill Valley.....	11.00	11.00	576.80	
	Nanticoke Branch.....	20.25	20.25			Branches.....	12.80	12.80		
	Coplay Branch.....	1.00	1.00		100.	Shamokin Valley and Pottsville.....	28.00	28.00	1,569.40	
	Lee Branch.....	2.00	2.00		101.	Shamokin and Treverton.....	6.80	6.80	195.80	
	Back Track.....	13.00	13.00			Carbon Run Branch.....	2.80	2.80		
	Mine Branches (various).....	52.00	52.00		102.	Shenango and Allegheny.....	32.00	22.00	797.90	
53.	Lehigh Valley.....	101.00	101.00	19,230,730	103.	Somerset and Mineral Point.....	8.75	8.75	175.00	
	Penn Haven Junction to Audenried.....	17.56	17.56		104.	South Mountain Iron.....	17.78	17.78	386.80	
	Black Creek Junction to Mt. Carmel.....	42.62	42.62		105.	South Pennsylvania.....	200.00		200.00	
	Branches to same.....	15.73	15.73		106.	Southern Pennsylvania.....	60.00	24.00	1,259.40	
	Penn Haven to Hazleton, and Branches.....	31.59	31.59		107.	Southwark.....	1.72	1.72	58.40	
	Hazleton to Milnesville, and Branches.....	17.06	17.06		108.	Southern Central (N. Y.).....	18.50	18.50	646.50	
54.	Lewisburg Centre and Spruce Creek.....	90.00	10.70	300,000	109.	Strasburg.....	4.28	4.28	100.00	
55.	Littlestown.....	9.50	9.50	115,616	110.	Swatara (Cold Spring).....	6.00	6.00	120.00	
56.	Little Saw Mill Run.....	3.00	3.00	100,657	111.	Sullivan and Erie.....	29.00	29.00	2,200.00	
57.	Little Schuylkill.....	28.25	28.25	1,416,188		Summit Branch (Lessees of Lykens Valley)				
	Branches.....	6.35	6.35		112.	Sunbury and Lewistown.....	43.50	43.50	1,900.00	
58.	Locust Gap.....	4.88	4.88	100,000	113.	Susquehanna, Gettysburg and Potomac.....	100.00	17.00	181.00	
	Lorberry Creek (merged in Phila. & Rdg.)				114.	Tioga.....	30.60	30.60	1,247.10	
59.	Lykens Valley (leased to Summit Branch)...	21.00	21.00	998,902	115.	Tresckow.....	6.00	6.00	170.40	
	Summit Branch (owned by Lessees).....	0.50	0.50		116.	Tyrone and Clearfield.....	37.50	37.50		
	Mahanoy & Shamokin (merged in Ph. & Rdg.)					Moshannon Branch.....	6.50	6.50		
60.	Mifflin and Centre County.....	12.50	12.50	247,015		Dunbar Branch.....	1.50	1.50	897.10	
61.	Mill Creek and Mine Hill.....	3.73	3.78	323,375		Phillipsburg Branch.....	5.25	5.25		
	Branches.....	8.20	8.20		117.	Union Canal Co's Railroad.....	3.50	3.50	130.00	
62.	Mine Hill and Schuylkill Haven.....	37.47	37.47	3,905,600		Branches.....	2.50	2.50		
	Extensions and Branches.....	74.63	74.63		118.	Union Coal Company's Railroad.....	19.00	19.00	500.00	
63.	Monongahela Valley.....	90.00		90,000	119.	Wellsboro' and Lawrenceville.....	37.10	22.50	626.40	
64.	Mount Carbon.....	7.00	7.00	203,259	120.	Westchester.....	9.00	9.00	202.80	
65.	Mount Carbon and Port Carbon.....	4.76	4.76	282,815	121.	Westchester and Philadelphia.....	26.30	26.30	1,490.40	
	Branches and laterals.....	9.60	9.60		122.	Western Pennsylvania.....	57.00	57.00	3,730.20	
66.	Mount Pleasant and Bradford.....	9.60	9.60	164,323		Freeport to Allegheny City.....	27.60	27.60		
67.	Muncy Creek.....	48.00	5.75	152,000	123.	Wilmington and Reading (Del.).....	52.00	52.00	1,195.50	
68.	Nesquehoning Valley.....	16.50	16.50	1,152,968		Sundry coal, mineral and others industrial				
	Panther Creek Valley Branch.....	1.00	1.00			railroads not specifically accounted for esti-				
69.	Newcastle and Beaver Valley.....	14.92	14.92	731,856		mated at.....	1000.00	700.00	14,000.00	
70.	Newcastle and Franklin.....	45.00		45,000	Total.....		7,484.35	5,732.25	\$342,158.50	
71.	Newry.....	1.10	1.10	22,657	STATE OF DELAWARE.					
72.	Northern Central (Md.).....	102.00	102.00	10,742,844	Area.....	2,120 sq. M.	Population.....	125,015.	Valuation.....	\$64,787,200
73.	North Pennsylvania.....	55.60	55.60	7,981,830	1.	Delaware.....		83.00	83.00	
	Shimersville Branch.....	1.80	1.80			Townsend to Massey's X Roads.....		9.00	9.00	
	Doylestown Branch.....	10.30	10.30			Seaford to W. Line of Maryland.....		6.00	6.00	\$2,141.30
74.	Oil Creek and Allegheny River.....	95.00	95.00	8,344,717		Clayton to Smyrna.....		1.25	1.25	
	Cherry Run Branch.....	3.00	3.00		2.	Delaware and Pennsylvania.....		6.25	6.25	125.00
	Oil City and Pit Hole (now Pithole Valley)			60,000	3.	Junction and Breakwater.....		42.00	42.00	706.00
75.	Peach Bottom (3 feet).....	60.00			4.	Newcastle and Frenchtown.....		6.00	6.00	150.00
76.	Pennsylvania.....	318.90	318.90		5.	Newcastle and Wilmington.....		5.50	5.50	150.00
	Holidaysburg Branch.....	7.60	7.60		6.	Phila., Wilmington and Balt. (Pa. & Md.)..		23.09	23.09	2,576.10
	Indiana Branch.....	19.00	19.00		7.	Queenstown and Harrington (Md.).....		8.00		80.00
	Morrison's Cove Branch.....	19.80	19.80	34,610,161	8.	Smyrna and Delaware Bay.....		9.00	9.00	200.00
	Delaware Extension.....	5.30	5.30		9.	Wilmington and Reading (Pa.).....		11.60	11.60	488.80
	Staubenville Extension.....	1.20	1.20		10.	Wilmington and Western.....		20.00	20.00	650.00
	Tyrone Branch.....	3.10	3.10		Total.....		230.69	222.69	\$7,267.30	
	York Branch.....	13.00	13.00		STATE OF MARYLAND.					
77.	Pennsylvania Coal.....	100.00	100.00	2,000,000	Area.....	11,184 sq. M.	Population.....	780,894.	Valuation.....	\$423,834,900
	Hawley to Lackawaxen (Erie).....	15.87	15.87		1.	Annapolis and Elkridge.....		20.50	20.50	\$145.00
78.	Pennsylvania and New York.....	104.55	104.55	5,231,883	2.	Bachman Valley.....		13.00	13.00	260.00
	Pleasant Valley Branch.....	3.78	3.78		3.	Baltimore and Eastern Shore.....		66.50	66.50	
	Southern Central Connection.....	2.17	2.17							
	Ithaca and Athens Branch.....	1.43	1.43							
	Barclay Connection.....	1.57	1.57							

Corporate Titles of Companies.	Length in Miles. Total. Completed.	Cost of Road and Equipm't.
4. Baltimore and Ohio (W. Va.).....	139.00 139.00	\$11,429,692
Washington Branch	30.00 30.00	1,650,000
Metropolitan Branch	42.00 42.00	2,500,000
5. Baltimore and Pikesville.....	9.50	9,500
6. Baltimore and Potomac.....	32.00 32.00	4,800,000
Bowie Station to Pope's Creek.....	59.00 59.00	2,359,000
7. Baltimore and Towson (narrow)	8.00 8.00	150,000
8. Columbia and Port Deposit (Pa.).....	10.87 4.77	368,777
9. Consolidation Coal, viz:		
Cumberland Coal and Iron (and Branches)	16.57 16.57	1,000,000
Cumberland & Pennsylvania (and Branches)	53.00 53.00	3,049,553
Mount Savage, Frostburg, Ocean &c.....	20.00 20.00	1,600,000
10. Cumberland Valley (Pa.).....	6.00 6.00	311,296
Potomac Extension	7.20 7.20	670,000
11. Dorchester and Delaware.....	33.50 33.50	875,000
12. Eastern Shore.....	40.00 40.00	140,000
13. Emmitsburg.....	7.00 7.00	1,000,000
14. Frederick and Pennsylvania Line.....	28.00 28.00	600,000
15. Kent County.....	21.00 21.00	1,200
16. Maryland Central.....	12.00	1,500,000
17. Maryland and Delaware.....	54.00 54.00	40,000
18. Maryland and Pennsylvania (3 feet).....	49.00 36.00	3,791,620
19. Northern Central (Pa.).....	2.52 2.52	75,000
20. Oakington Branch.....	9.25 9.25	398,481
21. Philadelphia and Baltimore Central (Pa.).....	54.01 54.01	6,393,107
22. Philadelphia, Wilm. and Balt. (Del. & Pa.)	3.81 3.81	424,050
Port Deposit Branch.....	7.60 7.60	230,000
23. Pittsburg and Connellsville (Pa.).....	30.00 30.00	200,000
24. Queen Anne and Kent.....	20.00	78,000
25. Queenstown and Harrington (Del.).....	78.00 24.00	1,000,000
26. Southern Maryland.....	121.00 54.50	3,355,000
27. Washington County.....	23.00 23.00	375,000
28. Western Maryland.....	14.20 14.20	313,000
29. Wisconsin and Pocomoke.....	22.50	22,500
30. Worcester.....		
31. Worthington Valley.....		
Total.....	1,266.53 865.43	\$51,271,426

DISTRICT OF COLUMBIA.

Area....60 sq. M. Population....131,700. Valuation....\$74,271,693.
Included in Maryland and Virginia; chiefly portions and terminal extensions of
railroads having their principal lengths in those States.

STATE OF WEST VIRGINIA.

Area....23,000 sq. M. Population....442,014. Valuation....\$140,538,273.	
1. Baltimore and Ohio.....	141.00 141.00 \$19,817,201
Parkersburg Branch.....	103.50 103.50 7,180,685
Parkersburg and Wheeling Bridges.....	3.00 3.00 2,307,157
2. Chesapeake and Ohio (Va.).....	7.00 7.00 654,000
Western Division.....	207.38 207.38 19,385,700
3. Hempfield (Wheeling, Pbg. & Balt.) Pa.....	15.00 15.00 719,630
4. Iron Valley (B. & O.).....	3.26 3.26 103,972
5. Laurel Fork and Sand Hill.....	5.16 5.16 123,997
6. Pittsburg, Cin. and St. Louis (Pa. & O.).....	8.00 8.00 721,024
7. Washington and Ohio (Va.).....	160.00 160.00 16,060
8. West Virginia Central.....	135.00 135.00 135,000
Total.....	788.30 493.30 \$51,164,366

STATE OF VIRGINIA.

Area....40,904 sq. M. Population....1,225,163. Valuation....\$365,439,917.	
1. Alexandria and Fredericksburg.....	27.00 27.00 \$1,500,000
2. Alexandria, Georgetown and Washington.....	7.00 7.00 250,000
3. Atlantic, Mississippi and Ohio.....	508.00 408.00 16,607,175
Petersburg to City Point.....	10.00 10.00 10.00
Glade Springs to Salt Works.....	10.00 10.00 10.00
4. Chesapeake and Ohio (W. Va.).....	213.44 213.44 19,959,800
5. Clover Hill.....	21.50 21.50 430,000
6. Fredericksburg and Gordonsville.....	62.00 62.00 1,500,000
7. Lynchburg and Danville.....	80.00 80.00 800,000
8. Norfolk and Great Western.....	100.00 100.00 100,000
9. Orange, Alexandria and Manassas Gap, viz:	
Alexandria to Gordonsville.....	84.00 84.00 84.00
Charlottesville to Lynchburg.....	64.60 64.60 64.60
Manassas Junction to Harrisonburg.....	112.00 112.00 9,500,000
Warrenton Junction to Warrenton.....	9.00 9.00 9.00
Front Royal Branch.....	1.00 1.00 1.00
10. Petersburg (N. Car.).....	52.50 52.50 1,353,556
Gaston Branch (N. Car.).....	12.30 12.30 12.30
11. Richmond and Danville.....	140.50 140.50 4,971,225
Midlothian Branch.....	1.14 1.14 1.14
Manchester Branch.....	1.56 1.56 1.56
12. Richmond, Fredericksburg and Potomac.....	75.50 75.50 2,864,236
Springfield Branch.....	3.50 3.50 3.50
Quantico Branch.....	11.41 11.41 11.41
13. Richmond and Petersburg.....	22.50 22.50 1,269,970
Port Walthall Branch.....	2.75 2.75 2.75
14. Richmond and York River.....	64.50 64.50 1,129,000
15. Roanoke Valley (N. Car.).....	6.00 6.00 131,622
16. Seaboard and Roanoke.....	53.25 53.25 1,207,903
17. Valley (Lynchburg to Salem).....	113.00 113.00 1,130,000
18. Washington and East Alexandria.....	4.00 4.00 200,000
19. Washington and Ohio.....	170.00 170.00 2,500,000
20. Washington and Richmond.....	36.00 36.00 360,000

Corporate Titles of Companies.	Length in Miles. Total. Completed.	Cost of Road and Equipm't.
21. Winchester and Potomac.....	32.00 32.00	\$600,000
22. Winchester and Strasburg.....	19.00 19.00	591,887
Total.....	2,130.95 1,504.75	\$67,851,380

STATE OF NORTH CAROLINA.

Area....50,704 sq. M. Population....1,071,361. Valuation....\$130,378,622.	
1. Atlanta and Richmond Air Line (S. C. & Ga.).....	22.00 22.00 \$520,000
2. Atlantic and North Carolina.....	95.00 95.00 2,200,000
3. Atlantic, Tennessee and Ohio.....	47.00 47.00 1,000,000
4. Charlotte, Columbia and Augusta (S. Car.).....	10.96 10.96 283,305
5. Cheraw and Salisbury (S. Car.).....	17.00 17.00 1,000,000
6. French Broad.....	60.00 60.00 4,947,746
7. North Carolina.....	223.00 223.00 8.50
8. Petersburg, (Va.).....	8.50 8.50 365,557
Gaston Branch (Va.).....	9.00 9.00 9.00
9. Piedmont.....	48.50 48.50 1,736,459
10. Raleigh and Augusta Air-Line.....	44.00 44.00 1,137,500
11. Raleigh and Gaston.....	97.00 97.00 2,000,000
12. Roanoke Valley, (Va.).....	47.00 47.00 350,990
13. Seaboard and Roanoke (Va.).....	26.75 26.75 603,954
14. Western (Coal).....	43.00 43.00 1,429,871
15. Western North Carolina (E. Div.).....	142.75 142.75 6,583,000
Branches to Newton and Lime Bed.....	8.00 8.00 8.00
Western Division.....	131.00 131.00 850,000
16. Williamston and Tarboro'.....	32.50 32.50 3,800,000
17. Wilmington, Charlotte and Rutherford.....	186.50 186.50 64.00
Western Division.....	185.50 185.50 1,270,000
18. Wilmington, Columbia and Augusta (S. Car.).....	63.50 63.50 3,093,889
19. Wilmington and Weldon.....	162.00 162.00 19.00
Rocky Mount to Tarboro'.....	19.00 19.00 19.00
Total.....	1,749.46 1,338.46 \$33,172,271

STATE OF SOUTH CAROLINA.

Area....29,385 sq. M. Population....705,606. Valuation....\$183,913,337.	
1. Atlanta and Richmond Air Line (Ga. & N. C.).....	146.00 26.00 \$1,000,000
2. Blue Ridge.....	53.50 45.00 4,000,000
Branch.....	1.50 1.50 1.50
3. Charlotte, Columbia and Augusta (N. Car.).....	98.64 98.64 4,728,615
Columbia to Augusta.....	65.00 65.00 680,000
4. Cheraw and Darlington.....	40.30 40.30 400,000
5. Cheraw and Salisbury (N. Car.).....	67.00 25.00 400,000
6. Greenville and Columbia.....	143.25 143.25 3,080,963
Abbeville Branch.....	11.50 11.50 9.50
Anderson Branch.....	9.50 9.50 9.50
7. King's Mountain.....	23.00 23.00 249,000
8. Laurens.....	32.00 32.00 640,000
9. North Eastern.....	102.00 102.00 2,148,131
10. Port Royal.....	110.00 110.00 3,300,000
11. Savannah and Charleston (Ga.).....	89.00 89.00 1,958,089
12. South Carolina.....	137.00 137.00 9,499,854
Columbia Branch.....	68.00 68.00 35.00
Camden Branch.....	38.00 38.00 40.00
13. South Carolina Central.....	40.00 40.00 500,000
14. Spartanburg and Union.....	68.00 68.00 1,340,882
15. Wilmington, Columbia & Augusta (N. Car.).....	98.50 98.50 2,870,000
Sumterville to Columbia.....	45.00 45.00 45.00
Columbia to Augusta.....	68.00 68.00 68.00
Total.....	1,572.69 1,316.19 \$36,395,534

STATE OF GEORGIA.

Area....58,000 sq. M. Population....1,184,109. Valuation....\$227,219,519.	
1. Alabama & Chattanooga (Miss., Ala. & Tenn.).....	23.00 23.00 \$829,714
2. Alabama and Georgia (Ala.).....	16.00 16.00 16,000
3. Atlanta & Richmond Air Line (S. C. & N. C.).....	95.00 95.00 3,800,000
4. Atlanta and West Point.....	86.74 86.74 1,200,129
5. Atlantic and Gulf.....	237.00 237.00 5,934,729
Florida Branch (Fla.).....	28.00 28.00 28.00
Savannah Depot Branch.....	2.00 2.00 2.00
6. Augusta and Hartwell.....	165.00 165.00 250,000
7. Augusta and Savannah.....	53.00 53.00 1,032,200
8. Bainbridge, Cuthbert and Columbus.....	140.00 20.00 500,000
9. Brunswick and Albany.....	242.00 242.00 6,650,000
10. Central of Georgia.....	192.00 192.00 5,000,000
11. Cherokee.....	45.00 23.00 575,000
12. East Tennessee, Virginia & Georgia (Tenn.).....	14.08 14.08 477,036
13. Etowah.....	8.87 8.87 175,000
14. Georgia.....	171.00 171.00 4,156,000
Athens Branch.....	39.00 39.00 4.00
Warrenton Branch.....	4.00 4.00 4.00
Washington Branch.....	18.00 18.00 18.00
15. Macon and Augusta.....	78.00 78.00 2,500,000
16. Macon and Brunswick.....	187.50 187.50 7,250,000
Hawkinsville Branch.....	10.00 10.00 10.00
17. Macon and Western.....	102.50 102.50 2,500,000
18. Milledgeville and Eatonton.....	39.00 39.00 766,200
19. North Eastern (Athens to Clayton).....	88.00 88.00 8,800
20. North and South of Georgia (Rome to Col.).....	130.00 31.00 749,700
21. Ocmulgee and North Georgia.....	160.00 160.00 16,000
22. Rome.....	20.00 20.00 235,235
23. Savannah and Charleston (S. Car.).....	15.00 15.00 329,977
24. Savannah, Griffin & North Alabama (Ala.).....	78.00 44.00 1,000,000

Corporate Titles of Companies.	Length in Miles.		Cost of Road and Equip'm't.
	Total.	Completed.	
25. Savannah, Skidaway and Seaboard.....	8.50	8.50	200,000
26. Selma, Rome and Dalton (Ala.).....	55.00	55.00	3,081,870
27. South Georgia and Florida.....	60.00	60.00	1,213,100
28. Southwestern (Macon to Eufala).....	143.80	143.00	5,000,000
Fort Valley to Columbus.....	71.00	71.00	
Fort Valley to Perry.....	12.25		
Smithville to Albany.....	23.50	23.50	
Cuthbert to Fort Gaines.....	20.00	20.00	
Albany to Blackley.....	28.13		
Albany to Newton.....	26.50		200,000
29. Upson County (Barnesville to Thomaston).....	16.50	16.50	5,210,000
30. Western and Atlantic (Tenn.).....	124.20	124.20	
Total.....	3,966.27	2,305.39	\$56,856,690

STATE OF FLORIDA.

Area.....	59,268 sq. M.	Population.....	187,748.	Valuation.....	\$32,480,843.
1. Atlantic and Gulf (Ga.).....	20.00	20.00		\$444,454	
2. Florida (Fernandina to Cedar Keys).....	154.00	154.00		5,390,000	
3. Florida, Atlantic and Gulf Central.....	60.00	60.00		2,100,000	
4. Jackson, Pensacola and Mobile.....	130.00	130.00		7,920,000	
Extension (Quincy westward).....	224.00	21.00			
Station No. 3 to Monticello.....	4.00	4.00			
Tallahassee to St. Mark's.....	21.00	21.00			
5. Pensacola and Louisville.....	45.20	45.20		1,582,200	
6. Pensacola and Perdido.....	8.50	8.50		130,000	
7. St. John (wooden or iron strap).....	12.00	12.00		25,000	
8. South Florida.....	100.00			100,000	
Total.....	778.70	475.70		\$17,691,654	

STATE OF ALABAMA.

Area.....	50,722 sq. M.	Population.....	996,992.	Valuation.....	\$155,582,595.
1. Alabama Central.....	81.30	81.30		\$3,600,000	
2. Alabama & Chattanooga (Miss. Ga. & Tenn.).....	246.00	246.00		8,626,400	
2. Alabama and Georgia (Ga.).....	94.00			250,000	
Gadsden Branch.....	25.00				
4. Columbus and Decatur.....	140.00			140,000	
5. E. Alabama & Cincinnati (Eufala to Gunter).....	221.00	25.50		765,000	
6. Marion and Cabawba.....	32.00	32.00		1,000,000	
7. Memphis and Charleston (Tenn. & Miss.).....	147.00	147.00		4,982,903	
Florence Branch.....	6.00	6.00			
Tusculumbia Branch.....	2.00	2.00			
8. Mobile and Alabama Grand Trunk.....	248.00	56.50		1,553,107	
Selma Branch.....	40.00				
9. Mobile and Girard.....	228.00	113.00		2,825,000	
10. Mobile and Montgomery.....	178.80	178.80		6,633,390	
11. Mobile and North-western (Miss.).....	42.00	20.00		600,000	
12. Mobile and Ohio (Miss., Tenn. and Ky.).....	63.00	63.00		3,050,980	
Gainesville Branch (Miss.).....	16.00	16.00			
13. Montgomery and Eufala.....	80.00	80.00		2,500,000	
14. Nashville and Decatur (Tenn.).....	26.00	26.00			
15. Nashville and Chattanooga (Tenn.).....	27.00	27.00		711,719	
16. New Orleans, Mobile & Texas (M. La. & T.).....	30.00	30.00		1,285,286	
17. New Orleans and Selma (Miss. & La.).....	100.00	21.00		840,000	
18. North Western.....	11.50	11.50		230,000	
19. Savannah, Griffin & North Alabama (Ga.).....	72.00			72,000	
20. Savannah and Memphis (Miss.).....	235.00	30.00		1,000,000	
21. Selma and Gulf.....	100.00	40.00		1,640,000	
22. Selma, Marion and Memphis (Miss.).....	72.00	60.00		2,000,000	
23. Selma, Rome and Dalton (Ga.).....	182.00	182.00		9,898,129	
24. South and North Alabama.....	183.00	183.00		6,405,000	
25. South Alabama (Columbia to Pollard).....	120.00			120,000	
26. Vicksburg and Brunswick (Miss.).....	206.00	21.00		630,000	
27. Western (Selma to West Point).....	132.00	132.00		5,281,164	
Opelika to Columbus.....	28.00	28.00			
Total.....	3,463.60	1,858.60		\$65,640,078	

STATE OF MISSISSIPPI.

Area.....	47,156 sq. M.	Population.....	827,922.	Valuation.....	\$177,278,890.
1. Alabama and Chattanooga (Ala. Ga. & Tenn.).....	21.00	21.00		\$751,800	
2. Grand Gulf and Port Gibson.....	8.00	8.00		200,000	
3. Memphis and Charleston (Tenn. & Ala.).....	35.00	35.00		1,198,617	
4. Mississippi Central (Tenn.).....	189.60	189.60		7,584,000	
5. Mississippi and Tennessee (Tenn.).....	89.20	89.20		2,573,766	
6. Mobile and North-western (Ala.).....	292.00			29,200	
7. Mobile and Ohio (Ky., Tenn. & Ala.).....	270.00	270.00		11,508,760	
Gainesville Branch (Ala.).....	5.50	5.50			
Columbus Branch.....	14.50	14.50			
Aberdeen Branch.....	9.60	9.60			
8. New Orleans, Mobile & Texas (Ala., La. & Tex.).....	70.00	70.00		3,000,000	
9. N. Orleans, Jackson & Gt. Northern (La.).....	117.00	117.00		7,724,340	
Extension (Canton to Tenn. Line).....	202.00			500,000	
10. New Orleans and Selma (Ala. & La.).....	100.00			10,000	
11. Raymond.....	7.00	7.00		100,000	
12. Selma, Marion and Memphis (Ala.).....	200.00			200,000	
13. Vicksburg and Brunswick (Ala.).....	21.50			21,500	
14. Vicksburg, Canton and Yazoo City.....	52.00			50,000	
15. Vicksburg and Meridian.....	140.00	140.00		3,036,644	
16. Vicksburg and Nashville.....	282.00			282,000	
Grenada to Eunice, Ark.....	90.00				
17. West Feliciana (La.).....	9.00	9.00		180,000	
Total.....	2,224.90	985.40		\$38,650,627	

Corporate Titles of Companies.	Length of Miles.		Cost of Road and Equip'm't.
	Total.	Completed.	

STATE OF LOUISIANA.

Area.....	41,346 sq. M.	Population.....	726,915.	Valuation.....	\$253,371,890.
1. Baton-Rouge, Gros-Tete and Opelousas.....	28.00	28.00		\$560,000	
2. Clinton and Port Hudson.....	22.00	22.00		450,000	
3. Louisiana and Texas (Morgan's).....	83.00	83.00		7,000,000	
Terre-Bonne to Houma.....	15.00	15.00			
Main Line to Raceland.....	2.00	2.00			
4. Mexican Gulf.....	27.00	27.00		665,000	
5. Milnburg and Lake Pontchartrain.....	6.00	6.00		220,000	
6. New Orleans and Carrollton Branches.....	15.50	15.50		656,000	
7. New Orleans, Mobile and Texas (Miss. & Ala.).....	40.00	40.00		1,714,286	
Middle Division (N. O. to Texas Line).....	227.00	100.00		3,000,000	
Vermillionville to Shreveport.....	195.00				
Vermillionville to Brashear City.....	65.00				
8. New Orleans, Jackson & Gt. Northern (Miss.).....	89.00	89.00		6,875,780	
Extension to Gas Company's Wharf.....	3.50	3.50			
9. New Orleans and Selma (Miss. & Ala.).....	50.00				
10. North Louisiana and Texas.....	190.00	92.00		3,000,000	
11. Texas and Pacific (Shreveport to Texas Line).....	19.00	19.00		600,000	
12. West Feliciana (Miss.).....	18.00	18.00		360,000	
Total.....	1,095.00	560.00		\$25,101,066	

STATE OF TEXAS.

Area.....	237,504 sq. M.	Population.....	818,579.	Valuation.....	\$149,732,929.
1. Eastern Texas.....	210.00	31.00		\$1,000,000	
2. Galveston, Harrisburg and San Antonio.....	290.00	85.50		2,500,000	
3. Galveston, Houston and Henderson.....	51.00	51.00		2,741,800	
Connecting Branch at Houston.....	1.75	1.75			
4. Gulf, Western Texas and Pacific.....	143.00	68.00		2,350,000	
Cuero to Austin City.....	85.00				
5. Houston and Great Northern.....	350.00	115.00		3,750,000	
Phelps to Huntsville.....	8.00	8.00			
6. Houston Tap and Brazoria (H. & Gt. N'th.).....	80.00	50.00		2,000,000	
7. Houston and Texas Central.....	356.00	356.00		15,700,000	
Austin to Hempstead.....	115.00	115.00			
8. International (Fulton to Laredo).....	550.00	180.00		7,380,000	
9. New Orleans, Mobile & Texas (La., Miss. & Ala.).....	109.00	108.00		3,240,000	
10. Rio Grande (Brazos to Brownsville).....	30.00	15.00		600,000	
11. Texas and Pacific (La.).....	800.00	51.00		1,500,000	
12. Texas Transportation (Houston).....	7.50	7.50		200,000	
13. Waco and North-Western.....	200.00	18.00		540,000	
Total.....	3,295.25	1,260.75		\$43,501,500	

STATE OF ARKANSAS.

Area.....	52,198 sq. M.	Population.....	484,471.	Valuation.....	\$94,528,843.
1. Arkansas Central.....	100.00	50.00		\$1,000,000	
2. Arkansas Western.....	170.00			170,000	
3. Cairo and Fulton (L. Rock to Mo. Line).....	158.00	158.00		7,900,000	
Little Rock to Fulton (Red River).....	143.00	143.00		7,150,000	
Missouri Line to Memphis.....	85.00				
4. Camden and Red River.....	86.00			86,000	
5. Little Rock and Fort Smith.....	153.00	90.00		4,500,000	
6. Little Rock, Pine Bluff and New Orleans.....	150.00	36.00		1,200,000	
7. Memphis and Little Rock.....	134.00	134.00		6,700,000	
8. Memphis & St. Louis (Hopefield to Mo. Line).....	80.00			80,000	
Hopefield to Helena.....	70.00			70,000	
9. Mississippi, Ouachita and Red River.....	155.00	40.50		1,600,000	
10. St. James and Little Rock.....	140.00			14,000	
Total.....	1,624.00	651.50		\$30,470,000	

STATE OF TENNESSEE.

Area.....	45,000 sq. M.	Population.....	1,258,520.	Valuation.....	\$258,782,161.
1. Alabama and Chattanooga (Miss. & Ala.).....	6.00	6.00		\$214,800	
2. Cincinnati, Cumberland Gap and Charleston.....	94.00	40.00		1,732,208	
3. Cincinnati Southern (Ky.).....	140.00			140,000	
4. East Tennessee, Virginia and Georgia (Ga.).....	227.92	227.92		8,722,964	
Chattanooga Branch.....	28.00	28.00			
5. Edgefield and Kentucky.....	48.00	48.00		1,673,804	
6. Knoxville and Charleston.....	53.00	16.00		800,000	
7. Knoxville and Kentucky.....	65.00	31.00		2,500,000	
8. Louisville and Nashville (Ky.).....	45.00	45.00		1,689,899	
9. McMinnville and Manchester.....	34.20	34.20		1,091,578	
10. Memphis & Charleston (Miss. & Ala.).....	89.00	89.00		3,472,921	
Somerville Branch.....	13.00	13.00			
11. Memphis, Clarksville and Louisville.....	82.60	82.60		3,200,000	
12. Memphis and Ohio.....	130.30	130.30		5,032,186	
13. Mineral Home.....	10.00	10.00		250,000	
14. Mississippi Central (Miss.).....	47.40	47.40		1,896,103	
15. Mississippi and Tennessee (Miss.).....	10.80	10.80		311,622	
16. Mobile and Ohio (Ky. Miss. & Ala.).....	118.50	118.50		4,147,501	
17. Nashville and Chattanooga (Ala.).....	124.00	124.00		4,172,963	
Shelbyville Branch.....	8.00	8.00			
Tracy City Branch.....	11.00	11.00			
Jasper Branch.....	14.00	14.00			
18. Nashville and Decatur (Ala.).....	94.00	94.00		3,927,815	
Mount Pleasant Branch.....	12.50	12.50			
19. Nashville and North-western (Ky.).....	165.00	165.00		4,610,911	
20. Paducah and Memphis (Ky.).....	118.00	16.50		1,750,000	
21. Rogersville and Jefferson.....	15.50	15.50		376,250	
22. Tennessee and Pacific.....	187.00	31.00		1,240,000	

Corporate Titles of Companies.	Length in Miles.		Cost of Road and Equip'm't.
	Total.	Completed.	
23. Vicksburg to Nashville (Miss.)	98.00	13.80	\$690,000
24. Western and Atlantic (Ga.)	13.80	13.80	1,250,000
25. Winchester and Alabama (Ala.)	38.12	38.12	
Total	2,142.64	1,521.14	\$54,893,525

STATE OF KENTUCKY.

Area....	37,600 sq. M.	Population....	1,321,911.	Valuation....	\$409,544,294.
1. Breckenridge Coal (private)	8.50	8.50		\$370,000	
2. Barren County	10.19	10.19		179,314	
3. Cincinnati and Chesapeake	140.00			140,000	
4. Cincinnati, Lexington and East Tennessee	62.50	13.00		1,000,000	
5. Cincinnati Southern (Tenn.)	200.00			200,000	
6. Eastern Kentucky	23.00	23.00		1,200,000	
Branches to Coal Mines	7.25	7.25			
7. Elizabeth, Lexington and Big Sandy	120.00	33.00		1,320,000	
8. Elizabethtown and Paducah	185.00	185.00		6,500,000	
Louisville Branch (L. to Litchfield)	65.00				
Cairo Extension (C. to Paducah)	40.00				
9. Evansville, Henderson and Nashville	110.00	98.00		3,500,000	
10. Frankfort, Paris and Big Sandy	65.00				
11. Kentucky Central	99.00	99.00		4,500,000	
12. Kentucky and Great Eastern	130.00				
13. Louisville, Cincinnati and Lexington	93.50	93.50			
Shelby Cut-Off	29.00				
Cincinnati Short Line	77.60	77.60			
14. Louisville, Harrod's Creek & West't (narrow)	25.00	10.90		150,000	
15. Louisville and Nashville	145.00	145.00			
Bardstown Branch	17.30	17.30			
Knoxville Branch	172.30	110.32		13,964,388	
Richmond Branch	33.46	33.46			
Memphis Branch	46.37	46.37			
16. Maysville and Lexington	49.50	49.50		2,000,000	
17. Mobile and Ohio (Tenn., Miss. & Ala.)	20.50	20.50		791,710	
18. Nashville and Northwestern (Tenn.)	7.50	7.50		210,917	
19. Owensboro' and Russellville	95.00	36.00		1,200,000	
20. Paducah and Memphis (Tenn.)	47.00	47.00		1,089,780	
21. Portland and Louisville	5.00	5.00		100,000	
22. St. Louis and South-Eastern	116.00			470,000	
23. Shelby	48.75	18.75		473,983	
Total	2,266.22	1,195.74		\$46,578,874	

STATE OF OHIO.

Area....	39,964 sq. M.	Population....	2,665,260.	Valuation....	\$1,167,731,697.
1. Adrian, Saline and Detroit (Ind. & Mich.)	20.00			\$20,000	
2. Ashtabula, Youngstown and Pittsburgh	36.09	36.09		1,200,000	
3. Atlantic and Great Western (Penn. & N. Y.)	246.02	246.02			
Silver Creek Branch	4.98	4.98			
Cleveland Branch (wide track)	51.00	51.00		35,000,000	
4. Atlantic and Lake Erie	235.00			1,000,000	
5. Baltimore, Pittsburgh and Chicago (Ind. & Ill.)	220.00			110,000	
6. Baltimore Short Line (Mar. & Cin.)	18.00			180,000	
7. Carrollton and Oneida	12.00	12.00		101,000	
Cuyahoga Valley	52.00			520,000	
8. Central Ohio (Balt. & Ohio)	104.00	104.00			
Newark to Columbus (1/4 of 33 m.)	16.50	16.50		5,499,999	
9. Cincinnati and Baltimore	23.50	7.00		723,152	
10. Cincinnati, Hamilton and Dayton	60.13	60.13		5,530,671	
Atlantic and Great Western (wide gauge)	60.13	60.13			
11. Cincinnati and Indiana	20.50	20.50		1,894,478	
12. Cin. and Indianapolis Junction (Ind.)	19.50	19.50		932,916	
13. Cincinnati and Muskingum Valley	162.83	162.83		6,500,000	
14. Cincinnati, Richmond and Chicago	36.00	36.00		947,885	
15. Cincinnati, Sandusky and Cleveland	155.00	155.00		5,872,971	
Findlay Branch	16.00	16.00			
16. Cincinnati and Terre Haute	20.00			20,000	
17. Cleveland, Columbus, Cin. & Indianapolis (Ind.)	257.00	257.00		10,174,164	
Springfield Branch	50.00	50.00			
18. Cleveland and Mahoning	51.00	51.00			
Mahoning Branch	17.00	17.00		3,737,792	
Hubbard Branch	12.50	12.50			
19. Cleveland, Mount Vernon and Delaware	132.50	104.00		2,650,000	
20. Cleveland and Pittsburgh (Pa.)	152.00	152.00		10,653,857	
Tuscarawas Extension	32.75	32.75			
21. Col. Chicago & Indiana Central (Ind.)	117.40	117.40		8,611,147	
Union City Branch	19.50	19.50			
22. Columbus and Hocking Valley	76.00	76.00		3,165,945	
Straitsville Branch	13.00	13.00			
23. Columbus, Springfield and Cincinnati	44.00	44.00		1,250,000	
24. Columbus and Xenia	54.69	54.69		1,502,712	
25. Dayton and Michigan	140.71	140.71		6,612,016	
26. Dayton and Union	31.78	31.78		602,594	
27. Dayton and Western	31.80	31.80		600,746	
28. Dayton, Xenia and Belpre	15.26	15.26		600,000	
29. Erie and Louisville	122.00	67.00		2,000,000	
30. Gallipolis, McArthur and Columbus	60.00			60,000	
31. Harrison Branch	6.70	6.70		167,500	
32. Iron	13.00	13.00		333,283	
33. Lake Shore & Mich. South (N.Y., Pa. I.M. & Ill.)	196.00	196.00			
Elyria to Mill'ary	74.52	74.52		18,974,585	
Air Line Branch (Ind.)	65.40	65.40			
Detroit Line	7.70	7.70			
34. Lake Shore and Tuscarawas Valley	92.00	61.00		2,650,000	

Corporate Titles of Companies.	Length in Miles.		Cost of Road and Equip'm't.
	Total.	Completed.	
35. Lawrence (Penn.)	9.40	9.40	\$357,392
36. Little Miami	84.20	84.20	4,105,250
37. Mahoning Coal	35.00	12.00	500,000
38. Mansfield, Coldwater & L. Michigan (Mich.)	142.00	46.00	1,500,000
39. Marietta and Cincinnati	190.80	190.80	
Hillsboro Branch	21.00	21.00	
Union Branch	9.00	9.00	21,710,313
Portsmouth Branch	56.00	56.00	
40. Marietta and Pittsburgh	101.00	58.00	2,320,000
41. Massillon and Cleveland	12.50	12.50	283,403
42. Newark, Somerset and Straitsville	42.67	42.67	1,300,000
Shawnee Branch	2.00	2.00	
43. Niles and New Lisbon	53.00	35.30	1,112,857
44. Ohio and Mississippi (Ind. & Ill.)	19.53	19.53	1,533,766
45. Painesville and Youngstown (3 ft.)	65.00	32.00	850,000
46. Pittsburgh, Cincinnati and St. Louis (Pa.)	117.40	117.40	
Newark and Columbus (1/4 of 33 m.)	16.50	16.50	14,128,582
Cadiz Branch	7.50	7.50	
47. Pittsburgh, Ft. Wayne & Chicago (P., I. & I.)	251.30	251.30	18,135,552
48. Pittsburgh, Maysville and Cincinnati	225.00		1,125,000
49. Rocky River	5.53	5.53	117,818
50. Sandusky, Mansfield and Newark	116.25	116.25	3,219,465
51. Toledo, Wabash and Western (Ind. & Ill.)	75.50	75.50	3,220,886
52. Wheeling and Toledo	230.00		230,000
Total	5,344.47	3,923.77	\$237,427,337

STATE OF MICHIGAN.

Area....	56,451 sq. M.	Population....	1,184,059.	Valuation....	\$272,242,917.
1. Adrian, Saline and Detroit (Ohio & Ind.)	54.00	37.00		\$1,200,000	
2. Bay City and East Saginaw	13.00	13.00		300,000	
3. Chicago and Canada Southern (Ill. & Ind.)	58.00	58.00		3,000,000	
4. Chicago, Detroit and Canada Grand Junction	59.00	59.00		2,169,736	
5. Chicago and Michigan Lake Shore	170.00	170.00		6,500,000	
Holland to Grand Rapids	25.00	25.00			
Muskegon to Big Rapids	42.00	18.00		450,000	
6. Chicago and North-western—Peninsula Div.	67.90	67.90		5,000,000	
Branches and Extensions to Mines	15.80	15.80			
Menominee Extension	70.00	70.00		2,450,000	
7. Detroit and Bay City	102.00	52.00		1,820,000	
La Peer to Lake Huron	49.50	6.00		150,000	
8. Detroit, Hillsdale and Indiana	65.00	65.00		2,000,000	
9. Detroit, Lansing and Lake Michigan	200.00	164.00		5,750,000	
10. Detroit and Milwaukee	189.00	189.00		11,797,972	
11. East Saginaw and Ann Arbor	80.00			80,000	
12. Flint and Pere Marquette	189.50	139.54		5,600,000	
13. Fort Wayne, Jackson & Saginaw (Ind.)	47.30	47.30		1,571,779	
14. Grand Rapids and Indiana	298.00	210.50		8,420,000	
Traverse City Branch R. R.	20.00	20.00		600,000	
15. Grand River Valley	94.00	94.00		2,000,000	
16. Hecla and Torch Light Lake	4.00	4.00		190,915	
17. Holly, Wayne and Monroe	63.31	63.31		2,000,000	
18. Jackson, Lansing and Saginaw	300.00	193.00		6,750,000	
19. Jonesville, Marshall and Grand River	106.00	105.00		210,000	
20. Kalamazoo and South Haven	32.00	32.00		1,000,000	
21. Lansing and Lake Michigan (Howard)	80.00			80,000	
22. Lake Shore & Mich. South (N.Y., Pa. O.I. & I.)	115.00	115.00			
Detroit and Toledo (Ohio)	57.09	57.09			
Adrian and Monroe	33.60	33.60		28,209,716	
Palmyra and Jackson	46.00	46.00			
White Pigeon and Grand Rapids	94.68	64.68			
Jonesville to Lansing	62.00	62.00		2,480,000	
23. Mansfield, Cold Water & Lake Mich. (Ohio)	102.00	22.00		700,000	
24. Marquette, Houghton and Ontonagon	130.00	50.00		1,500,000	
Humboldt to Republican Mine	6.00	6.00			
25. Michigan Air Line	156.00	22.00		770,000	
Jackson to Indiana Line	106.00	106.00		3,750,000	
26. Michigan Central (Ind. and Ill.)	221.00	221.00		13,108,772	
27. Michigan Midland	185.00	15.00		550,000	
28. Michigan Lake Shore	56.00	56.00		1,250,000	
29. Mineral Range and L'Anse Bay	21.00			210,000	
30. Northern Central					
31. North Western Union (Milw. to F. du Lac)	64.00			630,000	
32. Paw-Paw	4.00	4.00		54,000	
33. Peninsular (Ind. & Ill.)	110.00	110.00		4,500,000	
34. Port Huron and Lake Michigan	90.00	66.00		2,500,000	
35. Toledo, Ann Arbor and Northern	200.00			20,000	
Total	4,351.68	2,973.72		\$136,932,890	

STATE OF INDIANA.

Area....	33,809 sq. M.	Population....	1,680,637.	Valuation....	\$663,455,044.
1. Adrian, Saline and Detroit (Ohio & Mich.)	26.00			\$260,000	
2. Baltimore, Pittsburgh & Chicago (O. & Ill.)	160.00			160,000	
3. Chicago and Canada Southern (Mich. & Ill.)	138.00			3,000,000	
4. Chicago, Cincinnati and Louisville	103.00	103.00		3,000,000	
5. Chicago and Illinois Southern (Ill.)	11.00	6.00		180,000	
6. Chicago, Valparaiso and Southern	23.00			23,000	
7. Cincinnati & Indianapolis Junction (Ohio)	78.90	78.90		5,443,145	
Louisville Branch (1/4 of 25 miles)	12.50	12.50			
8. Cincinnati, Lafayette and Chicago (Ill.)	28.00	28.00		1,000,000	
9. Cincinnati and Martinsville	38.70	38.70		800,000	
10. Cincinnati, Richmond and Fort Wayne	92.00	92.00		3,800,000	
11. Cincinnati, Rockford and South-western	72.00			72,000	

Corporate Titles of Companies.			Length in Miles.		Cost of Road and Equip'm't.		Corporate Titles of Companies.			Length in Miles.		Cost of Road and Equip'm't.	
			Total.	Completed.						Total.	Completed.		
12.	Cincinnati and Terre Haute	160.00	51.00		\$2,000,000		14.	Chicago and Canada Southern (Ind. & Mich.)	27.00	27.00		\$500,000	
13.	Cincinnati, Wabash and Michigan	132.00	57.00		2,132,000		15.	Chicago and Illinois Southern (Ind.)	151.00	27.00		1,150,000	
14.	Cleveland, Columbus, Cincinnati & Ind. (O.)	84.00	84.00		2,917,350		16.	Chicago and Illinois River	200.00			200,000	
15.	Columbus, Chicago & Indiana Cent. (O. & Ill.)	211.50	211.50				17.	Chicago and Iowa	83.50	83.50		3,050,000	
	Indianapolis Line	72.50	72.50		28,379,119		18.	Chicago and Northern Pacific (Wisc.)	50.00			500,000	
	Logansport and State Line	169.50	169.50				19.	Chicago and Pacific	140.00	32.00		1,000,000	
	Louisville Branch (1 of 25 miles)	12.50	12.50				20.	Chicago and Paducah	325.00	118.00		3,000,000	
16.	Columbus and Shelbyville	24.00	24.00		480,000		21.	Chicago, Pekin and Southwestern	160.00	60.00		2,400,000	
17.	Detroit, Eel River and Illinois	91.00	64.00		2,000,000		22.	Chicago, Rock Island and Pacific (Iowa)	182.00	182.00		9,250,000	
18.	Erie and Louisville	51.00			255,000			Port Byron Branch	10.00	10.00			
19.	Evansville and Crawfordsville	109.00	109.00		2,838,295		23.	Chicago and Rock River	105.00	45.00		1,600,000	
	Rockville Extension	23.00	23.00				24.	Cincinnati, Lafayette and Chicago (Ind.)	29.00	29.00		1,000,000	
20.	Evansville and Indianapolis	80.00			80,000		25.	Columbus, Chicago & Indiana Cent. (O. & Ind.)	27.00	27.00		1,000,000	
21.	Evansville, Terre Haute and Chicago (Ill.)	47.00	47.00		1,450,000		26.	Danville and Charleston	55.00			55,000	
22.	Fort Wayne, Jackson and Saginaw (Mich.)	52.70	52.70		1,751,221		27.	Danville, Paris and Vincennes	112.00	36.00		1,112,000	
23.	Fort Wayne, Muncie and Cincinnati	109.00	109.00		3,300,000		28.	Danville and Paxton	35.00			70,000	
24.	Fort Wayne and Pacific	143.00			143,000		29.	Decatur and State Line	135.00				
25.	Grand Rapids and Indiana (Michigan)	54.00	54.00		2,160,000		30.	Decatur, Sullivan and Mattoon	40.00	40.00		1,260,000	
26.	Indiana and Illinois Central (Ill.)	74.00	74.00		2,250,000		31.	Dixon, Peoria and Hannibal (C. B. & Q.)	44.50	44.50		1,200,000	
27.	Indiana Mineral	147.00			147,000		32.	Evansville, Terre Haute and Chicago (Ind.)	8.00	8.00		250,000	
28.	Indiana, North and South	198.00	15.00		525,000		33.	Gilman, Clinton and Springfield	111.00	111.00		5,000,000	
29.	Indianapolis, Bloomington & Western (Ill.)	78.00	78.00		4,324,700		34.	Grand Tower and Carbondale	23.00	28.00		560,000	
30.	Indianapolis, Cincinnati and Lafayette	8.50	8.50		250,000		35.	Hannibal and Naples	46.00	46.00		1,425,000	
31.	Indianapolis, La Porte & Mich. City	13.00	13.00		325,000			Pittsfield to Maysville	6.00	6.00			
32.	Indianapolis, Peru and Chicago	148.00	148.00		3,500,000		36.	Illinois Central	308.75	308.75			
33.	Indianapolis and St. Louis	72.00	72.00		3,829,175			Galena Branch	252.20	252.20		33,610,186	
34.	Indianapolis and Vincennes	117.00	117.00		4,581,800			Chicago Branch	146.50	146.50			
35.	Jeffersonville, Madison and Indianapolis	110.00	110.00				37.	Illinois Coal (Brooklyn)	4.00	4.00		100,000	
	Madison Division	45.00	45.00		6,316,098		38.	Illinois Grand Trunk (C. B. & Q.)	65.50	65.50		2,000,000	
	New Albany-Jeffersonville Connection	6.00	6.00				39.	Indiana and Illinois Central (Ind.)	77.50	77.50		2,350,000	
36.	Joliet and Northern Indiana (Ill.)	15.00	15.00		433,334		40.	Indianapolis, Bloomington & Western (Ind.)	124.50	124.50		6,875,290	
37.	Knightstown and Shelbyville	27.00	27.00		540,000			Whiteheath to Havana and Keokuk	228.00	92.00		3,500,000	
38.	Lafayette, Muncie and Bloomington	115.00	36.90		1,500,000		41.	Jacksonville, North Western & South Eastern	89.00	49.67		1,500,000	
39.	Lake Shore & Mich. South. (N.Y., Pa., O. & Ill.)	101.00	101.00		14,209,013		42.	Joliet and Chicago (Chic. & Alton)	37.70	37.70		2,000,000	
	Goshen Air Line	67.80	67.80				43.	Joliet and Northern Indiana (Ind.)	30.00	30.00		866,667	
40.	Logansport, Crawfordsville & S. W. Indiana	92.00	92.00		3,500,000		44.	Lafayette, Bloomington and Mississippi	80.30	80.30		2,300,000	
	Sand Creek to Coal Mines	1.75	1.75				45.	Lake Shore & Michigan So. (N.Y.P.O.I.M.)	16.64	16.64		1,304,771	
41.	Louisville, New Albany and Chicago	289.00	289.00		10,000,000		46.	Louisville, New Albany and St. Louis (Ind.)	6.00	6.00		200,000	
42.	Louisville, New Albany and St. Louis (Ill.)	110.00	10.00		1,500,000		47.	Michigan Central (Mich. & Ind.)	12.00	12.00		692,710	
43.	Michigan Air Line (Mich.)	7.00	7.00		245,000		48.	Milwaukee and St. Paul (Chic. Extension)	47.00	47.00		1,500,000	
44.	Michigan Central (Mich. & Ill.)	51.00	51.00		3,579,322		49.	Mound City	3.50	3.50		100,000	
45.	Ohio and Mississippi (Ohio & Ill.)	173.00	173.00		20,714,256		50.	Muscatine, Kewanee and Eastern	200.00			200,000	
	Louisville Branch	53.00	53.00				51.	Ohio and Mississippi (Ohio & Ind.)	148.00	148.00		13,565,088	
46.	Peninsular (Mich. & Ill.)	82.00	53.00		2,120,000		52.	Ottawa, Oswego & Fox River Val. (C. B. & Q.)	72.00	72.00		2,000,000	
47.	Pitts., Ft. Wayne and Chicago (Pa., O. & Ill.)	151.00	151.00		10,895,858		53.	Pana and Louisiana	101.00			101,000	
48.	Plymouth, Kankakee and Pacific (Ill.)	65.00			1,000,000		54.	Pana, Springfield and North-western					
49.	Plymouth and Ligonier	38.00			390,000		55.	Paris and Decatur	75.00	75.00		2,625,000	
50.	Racoon Valley	10.00			10,000		56.	Pekin, Lincoln and Decatur	67.25	67.25		3,700,000	
51.	Richmond and Miami and Branches	8.00	8.00		209,000		57.	Peninsular (Ind. and Mich.)	27.00			27,000	
52.	St. Louis and South Eastern (Ill.)	30.00	30.00		1,500,000		58.	Peoria, Atlanta and Decatur	70.00			700,000	
53.	Shelby and Rush	20.00	20.00		320,000		59.	Peoria and Bureau Valley	46.00	46.00		2,106,000	
54.	Terre Haute and Indianapolis	73.00	73.00				60.	Peoria and Hannibal (C. B. & Q.)	32.25	32.25		896,071	
	Terre Haute to Illinois Line	7.00	7.00		2,601,225		61.	Peoria, Pekin and Jacksonville	83.00	83.00		2,239,700	
	Coal Branches	16.40	16.40				62.	Peoria and Rock Island	91.00	91.00		3,500,000	
55.	Toledo, Muncie and South Western	50.00			50,000		63.	Pitts., Ft. Wayne & Chicago (Pa., O. & Ind.)	17.00	17.00		1,226,686	
56.	Toledo, Wabash and Western (O. & Ill.)	167.00	167.00		9,472,311		64.	Plymouth, Kankakee and Pacific	100.00			200,000	
57.	Union Depot and Railroad	6.00	6.00		500,000		65.	Quincy, Alton and St. Louis	69.00	41.70		1,250,000	
58.	Wabash and Lake Michigan	45.00			45,000		66.	Quincy Bridge	2.00	2.00		1,750,000	
59.	White Water Valley	63.00	63.00		2,000,000		67.	Quincy and Warsaw (C. B. & Q.)	39.75	39.75		1,400,000	
	Total	5,359.35	3,705.25		\$180,988,222		68.	Rockford Central (Wisc.)	92.00			92,000	
STATE OF ILLINOIS.													
Area... 55,410 sq. M.			Population... 2,539,891.			Valuation... \$482,899,575.							
1.	American Central (C. B. & Q.)	50.75	50.75		\$1,600,000		69.	Rockford, Rock Island and St. Louis	350.00	155.00			
	Keithsburg Branch	5.75	5.75					Rock River to Colons	7.47	7.47		18,000,00	
2.	Baltimore, Pittsburgh and Chicago (Pa.O.Ind.)	27.00			27,000		70.	St. Louis, Alton and Terre Haute	175.00	175.00			
3.	Belleville and Southern Illinois	56.00	56.00		2,240,000			Alton Junction to East St. Louis	20.00	20.00		11,040,000	
4.	Cairo and St. Louis (3 ft.)	150.00			300,000			East St. Louis to Belleville	15.00	15.00			
5.	Cairo and Vincennes	160.00	160.00		5,600,000			Belleville to O'Fallon	6.00	6.00		180,000	
	Paducah Branch	50.00					71.	St. Louis, Jacksonville and Chicago	149.70	149.70		5,348,850	
6.	Carthage and Burlington (C. B. & Q.)	30.75	30.75		1,000,000			Hopedale to Peoria	23.00				
7.	Champaign, Monticello and Decatur	49.00	49.00		1,500,000		72.	St. Louis, Jerseyville and Springfield	76.50			76,500	
8.	Chester and Chicago Branch Junction	68.00	68.00		2,000,000		73.	St. Louis and South Eastern	141.50	141.50		8,680,000	
9.	Chester and Tamaroa	41.75	41.75		1,250,000			McLeansboro' towards Evansville (Ind.)	32.10	32.10			
10.	Chicago and Alton	242.00	242.00				74.	St. Louis, Vandalia & Terre Haute	158.00	158.00		7,730,231	
	Dwight to Washington and Lacon	80.00	80.00		16,761,977		75.	Springfield and Illinois South Eastern	228.00	228.00		6,850,000	
	Roodhouse to Louisiana	37.60	37.60				76.	Springfield and North Western	150.00	30.00		1,000,000	
11.	Chicago, Burlington and Quincy	165.00	165.00				77.	Sycamore and Cortlandt	5.00	5.00		100,000	
	Galesburg to Quincy	100.00	100.00				78.	Toledo, Peoria and Warsaw	227.00	227.00		12,150,000	
	Galesburg to Peoria	53.00	53.00					La Harpe and Burlington	19.00	19.00			
	Galesburg to Burlington	43.00	43.00		21,585,635		79.	Toledo, Wabash and Western (Ohio & Ind.)	212.40	212.40			
	Aurora to Turner	13.00	13.00					Decatur to East St. Louis	109.00	109.00		22,184,902	
	Yates City to Lewiston	30.00	30.00					Bluffs City to Naples	4.00	4.00			
12.	Chicago, Danville and Vincennes	130.00	110.00		3,582,000			Clayton to Hamilton	41.20	41.20			
	Rossville to Brazil Coal Mines	40.00			400,000		80.	Western Union (Wisc.)	112.00	112.00		4,212,432	

Corporate Titles of Companies.		Length in Miles.		Cost of Road and Equipm't.	Corporate Titles of Companies.		Length in Miles.		Cost of Road and Equipm't.			
		Total.	Completed.				Total.	Completed.				
2. Chicago and Northwestern, viz:					Turkey Valley Branch.....							
Wisconsin Division (Ill.).....		168.20	163.20	\$25,000,000	9. Chicago, Iowa and Nebraska.....		26.00	8.00	\$300,000			
Menominee Extension (Mich.).....		50.00	50.00		Railroad Bridge at Clinton.....		81.30	81.30	5,000,000			
Kenosha Rockford Line (Ill.).....		27.50	27.50		10. Chicago, Rock Island and Pacific (Ill.).....		1.10	1.10				
Richmond Line (Ill.).....		11.50	11.50		Oskaloosa Branch.....		310.50	310.50	19,625,000			
Madison Division (Ill.).....		48.00	48.00		Railroad Bridge at Rock Island.....		113.00	80.00				
Madison Extension.....		126.00	126.00		11. Chicago and Southwestern (Mo.).....		2.00	2.00				
Milwaukee Division (Ill.).....		40.00	40.00	2,000,000	12. Davenport and St. Paul (Minn.).....		129.25	129.25	5,816,250			
Milwaukee and Fond du Lac.....		65.00	65.00		Eldridge to Maquoketa.....		151.00	90.00	5,500,000			
3. Dubuque and Monroe (Milw. & St. Paul).....		70.00	.....		Des Moines and Indianola.....		32.00	32.00			
4. Galena Narrow Gauge.....		.....	.....	70,000	13. Des Moines and Indianola.....		22.62	22.62	678,600	
5. Galena and Southern Wisconsin.....		32.00	.....	32,000	14. Des Moines Valley.....		248.49	248.49	10,500,000		
6. Green Bay and Lake Pepin.....		200.00	76.00	2,500,000	Fort Dodge to Minnesota Line.....		85.00	.....	85,000		
7. Grand Rapids and Bay City.....		180.00	.....	360,000	15. Dubuque and Sioux City.....		142.85	142.85	5,893,200		
8. La Crosse, Trempealeau & Prescott.....		28.00	28.00	1,302,568	16. Dubuque South Western.....		54.76	54.76	1,760,138			
9. Madison and Portage.....		40.00	40.00	1,200,000	17. Iowa Falls and Sioux City.....		183.64	183.64	7,585,000			
10. Manitowoc, Appleton and New London.....		220.00	20.00	600,000	18. Iowa Midland.....		348.75	71.65	2,388,334			
11. Milwaukee, Lake Shore and Western.....		115.00	23.00	1,000,000	19. Iowa Pacific.....		300.00	.....	1,000,000		
12. Milwaukee and Northern.....		109.00	71.00	3,000,000	20. Kansas City, St. Joseph & Council Bluffs (Mo.).....		54.88	54.88	1,829,300			
Menasha Branch.....		16.00	16.00		21. Keokuk and St. Paul.....		42.03	42.03	1,349,768			
13. Milwaukee and St. Paul, viz:						22. Lyons Branch.....		2.60	2.60	100,000		
La Crosse Division.....		196.00	196.00	24,198,723	23. Milwaukee and St. Paul, viz:							
Prairie du Chien Division.....		193.00	193.00		McGregor to Minnesota Line (Minn.).....		85.00	85.00	10,310,000			
Portage Division.....		95.00	95.00		Calmar to Algona.....		276.50	126.00				
Berlin, Omro and Winneconne Line.....		58.00	58.00		Conover to Decorah.....		10.00	10.00				
Watertown and Madison Line.....		37.00	37.00		Mason City to Minn. State Line.....		37.00	37.00				
Milton and Monroe Line.....		42.00	42.00		24. Mississippi Valley and Western (Mo.).....		346.00	42.00	1,680,000			
Chicago Extension.....		42.00	42.00	1,200,000	25. Missouri, Iowa and Nebraska (Mo.).....		220.00	.....	1,000,000		
14. Mineral Point.....		33.00	33.00	1,520,000	26. Muscatine Western.....		120.00	30.00	3,000,000			
Belmont Branch.....		8.00	8.00	337,800	27. Sabula, Ackley and Dakota.....		302.00	84.94	1,654,800			
15. Oshkosh and Mississippi.....		200.00	20.00	200,000	28. St. Louis and Cedar Rapids.....		109.20	41.37				
16. Platteville and Calamine.....		32.00	8.00	2,000,000	29. St. Louis, Council Bluffs and Omaha (Mo.).....		70.00	.....			
17. Rockford Central (Ill.).....		22.00	.....	80,000	30. Sioux City and Pacific (Nebr.).....		80.00	80.00	2,800,000		
18. Sheboygan and Fond du Lac.....		260.00	78.00	6,000,000	31. Sioux City and St. Paul (Minn.).....		81.00	81.00	2,835,000			
19. Tomaha and Wauseka (narrow).....		80.00	Total.....					5,597.21	3,679.72	\$155,309,890
20. West Wisconsin.....		153.00	156.00	STATE OF MISSOURI.							
21. Western Union (Ill.).....		68.00	68.00	3,309,852	Area.....		65,350 sq. M.	Population.....	1,721,295.	Valuation.....	\$556,129,969.	
22. Wisconsin Central.....		267.00	112.50	3,370,000	1. Atlantic and Pacific (Ind. Ter.).....		293.50	293.50	293.50	\$14,675,000		
Roads not specially named being roads in progress and recently opened, mineral roads &c., estimate.....		600.00	150.00	4,500,000	2. Boone County and Jefferson City.....		52.00	22.00	22.00	600,000		
Total.....		4,141.70	2,128.20	\$84,030,943	3. Burlington and Southwestern (Ia.).....		158.50	13.50	13.50	2,750,000		
					Unionville to Lexington and Kansas City.....		135.00	55.00	55.00	200,000		
					Lexington to Indian Territory.....		200.00	.....	.....	2,000,000
					4. Cairo, Arkansas and Texas.....		76.00	76.00	76.00	870,000		
					5. Cape Girardeau and State Line.....		87.00	.....	.....	350,000
					6. Chester and Iron Mountain.....		72.00	10.00	10.00	6,183,756		
					7. Chicago and South Western (Ia.).....		141.75	141.75	141.75	1,000,005		
					Plattsburg to Atchison.....		30.00	30.00	30.00	865,000		
					8. Chillicothe and Brunswick.....		36.50	36.50	36.50	1,000,000		
					9. Chillicothe and Des Moines (Ia.).....		65.50	28.00	28.00	2,000,000		
					10. Hannibal and Central Missouri.....		70.00	70.00	70.00	250,000		
					11. Hannibal, Rails and Mexico.....		49.00	.....	.....	207.00
					12. Hannibal and St. Joseph.....		207.00	207.00	207.00	15.00		
					Quincy Branch and Bridge.....		15.00	15.00	15.00	55.00		
					Kansas City Branch.....		55.00	55.00	55.00	21.00		
					St. Joseph to Landing (opp. Atchison).....		21.00	21.00	21.00	97.00		
					13. Jefferson City, Lebanon and Southwest.....		97.00	.....	.....	145.32
					14. Kansas City, St. Joseph & Coun. Bluffs (Ia.).....		145.32	145.32	145.32	60.00		
					Hopkins to St. Joseph.....		60.00	60.00	60.00	5.00		
					Amazonia to Savannah.....		5.00	5.00	5.00	.....	
					15. La Cede and Fort Scott (Leb. to Ft. Scott).....		128.00	.....	.....	.....
					Lebanon to St. Genevieve.....		150.00	.....	.....	.....
					16. Lexington, Lake and Gulf.....		170.00	.....	.....	.....
					17. Lexington and St. Louis (Lex. to Sedalia).....		55.25	55.25	55.25	.....	
					18. Louisiana and Missouri River.....		216.00	51.00	51.00	.....	
					Mexico to Jefferson City.....		50.00	50.00	50.00	.....	
					Memphis, Carthage and North-Western.....		52.00	27.00	27.00	.....	
					19. Missouri, Iowa and Nebraska (Ia.).....		80.00	62.00	62.00	.....	
					20. Missouri, Kansas and Texas (Kansas).....		106.00	108.00	108.00	.....	
					Osage Division (Holden to Kansas Line).....		35.00	35.00	35.00	.....	
					21. Mississippi Valley and Western (Ia.).....		386.00	40.00	40.00	.....	
					22. Osage Valley and Southern Kansas.....		150.00	41.00	41.00	.....	
					23. Pacific of Missouri.....		283.50	283.50	283.50	.....	
					Carondelet Branch.....		14.00	14.00	14.00	.....	
					24. Quincy, Missouri and Pacific.....		230.00	70.00	70.00	.....	
					25. St. Louis, Council Bluffs and Omaha (Ia.).....		110.00	44.50	44.50	.....	
					26. St. Louis and Iron Mountain.....		195.00	195.00	195.00	.....	
					Mineral Point to Potosi.....		3.50	3.50	3.50	.....	
					Bismark to Pilot Knob.....		10.50	10.50	10.50	.....	
					Pilot Knob to Arkansas Line.....		98.50	98.50	98.50	.....	
					27. St. Louis, Kansas City and Northern.....		234.75	234.75	234.75	.....	
					Moberly to Kansas City.....		129.00	129.00	129.00	.....	
					28. St. Louis and Keokuk.....		130.00	40.00	40.00	.....	
					29. St. Louis, Lawrence and Denver (Kan.).....		20.00	20.00	20.00	.....	
					30. St. Louis and St. Joseph.....		72.25	72.25	72.25	.....	
					Total.....		5,183.32	2,969.32	2,969.32	\$147,640,284		
					STATE OF NEBRASKA.							
					Area.....		75,995 sq. M.	Population.....	122,993.	Valuation.....	\$54,584,616.	
					1. Atchison and Nebraska (Kan.).....		193.00	103.00	103.00	.....	
					2. Brownsville, Fort Kearney and Pacific.....		90.00	.....	.....	.....
					3. Burlington and Missouri River.....		190.75	190.75	190.75	.....	
					4. Fremont, Elkhorn and Missouri Valley.....		150.00	51.00	51.00	.....	

Corporate Titles of Companies.	Length in Miles. Total. Completed.	Cost of Road and Equipm't.
5. Midland Pacific.....	150.00 58.00	2,600,000
Extension towards Ft. Riley.....	100.00	
6. Omaha and Northwestern.....	180.00 47.50	1,662,500
7. Omaha & Southwestern (O. to B. & Mo. Riv. RR.).....	21.00 21.00	2,000,000
Crete (96 m. S. W. Omaha) to Beatrice.....	31.00 31.00	
8. St. Joseph and Denver City (Kan.).....	145.00 145.00	5,075,000
9. Sioux City and Pacific (Iowa).....	20.50 20.50	945,000
10. Union Pacific (Wyom. & Utah).....	473.00 473.00	52,000,000
Total.....	1,756.75 1,147.25	\$75,758,500

STATE OF KANSAS.

Area.....	81,318 sq. M.	Population.....	364,399.	Valuation.....	\$92,125,861.
1. Atchison and Nebraska (Nebr.).....	44.00	44.00		\$1,250,000	
2. Atchison, Topeka and Santa Fe.....	450.00	352.00		13,500,000	
Wichita to Newton.....	28.00	28.00			
3. Fort Scott, Humboldt and Western.....	340.00	45.00		1,750,000	
4. Kansas City and Santa Fe.....	31.90	31.90		1,440,000	
5. Kansas Central (narrow).....	420.00	56.00		1,330,000	
Holton to Netawaka.....	10.50	10.50			
6. Kansas Pacific (Colo.).....	421.00	421.00		22,750,000	
Lawrence to Leavenworth.....	34.00	34.00			
7. Leavenworth Atchison and Northwestern.....	21.25	21.25		1,100,000	
8. Leavenworth, Lawrence & Galveston.....	143.40	143.40		6,500,000	
Parker to Stock Yards.....	1.80	1.80			
Cherryvale to Independence.....	11.00	11.00		250,000	
9. Leavenworth and Topeka.....	50.00				
10. Missouri, Kansas and Texas, viz:					
Junction City to Parsons.....	156.00	156.00			
Parsons to Missouri Line.....	52.00	52.00		12,500,000	
Parsons to Indian Territory.....	24.00	24.00			
Osage Division (Ottawa to Mo. Line).....	18.00	18.00			
11. Missouri River, Fort Scott and Gulf (Ind. Ter.).....	161.00	161.00		8,000,000	
12. St. Joseph and Denver City (Neb.).....	136.00	136.00		4,760,000	
13. St. Louis and Denver (narrow).....				1,435,000	
14. St. Louis, Lawrence & Denver (Mo.).....	41.00	41.00		200,000	
15. Topeka, Fort Scott and Memphis (narrow).....	320.00	100.00		3,723,700	
16. Union Pacific, Central Branch.....	28.00	14.00		420,000	
17. Wakarusa Valley (Lawrence to Carbondale).....					
Total.....	3,142.85	1,901.85		\$80,908,700	

STATE OF CALIFORNIA.

Area.....	168,981 sq. M.	Population.....	560,247.	Valuation.....	\$269,600,068.
1. Atlantic and Pacific (Mo. & Co.).....	400.00			\$1,000,000	
2. California Central.....	21.80	21.80		1,000,000	
3. California Pacific.....	66.00	66.00		7,500,000	
Marysville Branch.....	43.00	43.00			
Calestoga Branch.....	38.00	38.00			
4. Central Pacific of California (Nev. & Utah).....	258.00	258.00		33,350,000	
Niles to San Jose.....	18.00	18.00			
Lothrop to Visalia.....	152.00	152.00			
Rossville to Oregon Line.....	330.00	225.00			
Alameda to Hayward's.....	15.00	15.00			
Oakland to Brooklyn.....	5.00	5.00			
5. Los Angeles and San Pedro.....	21.00	21.00		1,000,000	
6. Napa Valley.....	40.00	40.00		1,600,000	
7. North Pacific Coast.....	220.00			220,000	
8. San Francisco and Washoe.....	92.00			92,000	
9. San Joaquin Valley (Central Pacific).....	180.00	60.00		2,400,000	
10. San Rafael and San Quentin.....	20.00	3.50		110,000	
11. San Diego and San Bernardino.....	91.00			91,000	
12. San Francisco and Colorado River.....	550.00			550,000	
13. Santa Rosa and Petaluma.....	15.00	15.00		750,000	
14. Southern Pacific.....	600.00	260.00		13,000,000	
15. Stockton and Copperopolis.....	35.00	35.00		2,000,000	
Milton Branch.....	15.00	15.00			
Railroads not otherwise specified, being roads in progress or recently completed.....	600.00	200.00		6,000,000	
Total.....	3,825.80	1,491.30		\$70,663,000	

STATE OF NEVADA.

Area.....	112,090 sq. M.	Population.....	42,491.	Valuation.....	\$25,740,973.
1. Central Pacific (Cal. & Utah).....	448.00	448.00		\$44,800,000	
2. Virginia and Truckee.....	21.00	21.00		650,000	
Roads not specially named, being roads in progress or recently completed including branches to mines, &c.....	1,000.00	100.00		5,800,000	
Total.....	1,469.00	569.00		\$50,450,000	

TERRITORY OF WASHINGTON.

Area.....	69,994 sq. M.	Population.....	23,955.	Valuation.....	\$10,642,863.
1. Northern Pacific (Minn. & Co.).....	420.00	55.00		\$2,750,000	
Portland Branch.....	200.00				
Total.....	620.00	55.00		\$2,750,000	

TERRITORY OF WYOMING.

Area.....	93,107 sq. M.	Population.....	9,118.	Valuation.....	\$5,516,748
1. Union Pacific (Nebr. & Utah).....	454.00	454.00		\$50,000,000	
Total.....	454.00	454.00		\$50,000,000	

Corporate Titles of Companies.	Length in Miles. Total. Completed.	Cost of Road and Equipm't.
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STATE OF OREGON.

Area.....	95,244 sq. M.	Population.....	90,923.	Valuation.....	\$31,798,510.
1. Oregon and California (Portland to Oakland).....	268.00	181.00		\$9,050,000	
2. Oregon Central (Portland to Hillsboro).....	16.00	16.00		400,000	
Roads not specially named, being roads projected, in progress or recently opened.....	2,500.00	100.00		4,000,000	
Total.....	2,784.00	297.00		\$13,450,000	

STATE OF COLORADO.

Area.....	104,500 sq. M.	Population.....	39,864.	Valuation.....	\$17,338,101.
1. Colorado Central.....	160.00	29.00		\$857,922	
2. Denver and Boulder Valley.....	15.00	15.00		600,000	
3. Denver, Georgetown and Utah.....	200.00			200,000	
4. Denver Pacific.....	106.00	106.00		5,000,000	
5. Denver and Platte Valley.....	160.00			16,000	
6. Denver and Rio Grande (N. Mex.).....	200.00	183.00		5,856,000	
Arkansas Valley Branch.....	38.00	38.00			
7. Golden and Julesburg.....	215.00			215,000	
Longmont to Dale Creek (U. Pac. R.R.).....	65.00				
Greeley to Fort Collins.....	22.00				
8. Golden and South Platte.....	18.00			18,000	
9. Idaho and South Park.....	60.00			60,000	
10. Kansas Pacific (Kansas).....	218.00	218.00		10,900,000	
Carson to Ft. Lyon.....	51.00			500,000	
Total.....	1,477.00	589.00		\$24,222,922	

TERRITORY OF NEW MEXICO.

Area.....	121,201 sq. M.	Population.....	91,874.	Valuation.....	\$17,784,014.
1. Atchison, Topeka and Santa Fe.....	200.00			\$100,000	
2. Atlantic and Pacific (Mo. & Cal.).....	350.00			175,000	
3. Denver and Rio Grande (Col.).....	410.00			205,000	
Total.....	960.00			\$480,000	

TERRITORY OF UTAH.

Area.....	80,056 sq. M.	Population.....	86,786.	Valuation.....	\$12,565,842.
1. American Fork.....	17.00	17.00		\$600,000	
2. Central Pacific (Cal. & Nev.).....	157.00	157.00		\$15,700,000	
3. Union Pacific (Neb. & Wyom.).....	102.00	102.00		11,000,000	
4. Utah Central.....	61.00	37.00		1,500,000	
5. Utah Northern.....	100.00	32.00		1,600,000	
6. Utah Southern.....	200.00	31.00		1,500,000	
Total.....	637.00	376.00		\$31,900,000	

TERRITORY OF ARIZONA.

Area.....	113,916 sq. M.	Population.....	9,658.	Valuation.....	\$1,410,295.
1. Atlantic and Pacific (Mo. & Co.).....	600.00			\$60,000	
Total.....	600.00			\$60,000	

INDIAN TERRITORY.

Area.....	1 sq. M.	Population.....		Valuation \$.....	
1. Atchison, Topeka and Santa Fe (Kan.).....	120.00			\$120,000	
2. Atlantic and Pacific (Mo.).....	400.00	34.50		1,725,000	
3. Burlington and South-Western (Ia. & Mo.).....	45.00				
4. Leavenworth, Lawrence & Galveston (Kan.).....	300.00			300,000	
5. Missouri, Kansas and Texas (Mo. & Kan.).....	276.00	276.00		13,800,000	
6. Missouri River, Fort Scott and Gulf.....	300.00			300,000	
Total.....	1,441.00	310.50		\$16,245,000	

TERRITORY OF DAKOTA.

Area.....	147,490 sq. M.	Population.....	14,181.	Valuation.....	\$2,924,489.
1. Dakota Central.....	100.00			\$100,000	
2. Dakota Northwestern.....	500.00	63.00		2,000,000	
3. Dakota Southern (20 m. in Iowa).....	45.00	45.00		1,575,000	
La Mars to Richland.....	22.00				
4. Northern Pacific.....	400.00	202.00		10,100,000	
5. Winona and St. Peter (Ia.).....	13.00	13.00		400,000	
Total.....	1,000.00	323.00		\$14,175,000	

TERRITORY OF MONTANA.

Area.....	143,770 sq. M.	Population.....	20,595.	Valuation.....	\$9,943,411.
1. Northern Pacific (Minn., Wash. & Co.).....	480.00			\$48,000	
Total.....	480.00			\$48,000	

TERRITORY OF IDAHO.

Area.....	90,932 sq. M.	Population.....	14,999.	Valuation.....	\$5,292,205.
1. Northern Pacific (Minn., Wash. & Co.).....	120.00			\$12,000	
Total.....	120.00			\$12,000	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867.....	35,169	51,851	60,029	81,150	95,828	121,702	174,512	181,297	200,550	212,109	128,186	75,871	1,470,653
1868.....	64,468	86,937	81,396	96,451	106,835	164,729	254,590	251,832	292,770	299,422	286,562	342,745	2,509,767
1869.....	212,004	218,982	361,308	456,048	568,270	556,080	632,657	511,854	609,788	579,642	638,394	467,659	5,670,882
1870.....	413,104	394,176	488,332	633,753	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,592	7,995,116
1871.....	536,499	485,490	614,447	720,929	822,341	795,176	869,297	1,008,373	995,922	981,006	897,234	672,558	9,467,072
1872.....	634,480	545,487	683,050	951,200	1,221,625	1,222,140	1,176,295	1,288,297	1,332,220	1,375,425	1,299,900	.....	.....
Chicago and Alton:													
1866.....	280,503	275,283	290,063	258,480	322,275	355,270	335,955	409,251	401,250	357,956	307,919	236,824	3,840,092
1867.....	226,158	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,665,153
1868.....	243,787	157,832	255,961	282,166	338,510	342,558	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1869.....	276,117	275,140	297,084	279,151	308,342	384,504	404,012	558,101	486,196	503,746	499,589	361,701	4,568,643
1870.....	345,182	315,099	388,727	328,390	345,833	402,854	351,045	498,232	506,623	468,212	397,515	340,551	4,681,563
1871.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,234	4,849,405
1872.....	353,235	342,369	384,989	358,964	461,290	466,097	533,655	534,163	507,617	473,227	456,607	377,687	5,278,910
1872.....	372,816	329,170	378,021	381,644	440,457	435,192	482,987	572,331	496,062	543,518	454,916	.....	.....
Chicago and Northwestern:													
1863.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	699,605	729,759	716,378	583,400	6,114,566
1864.....	273,876	482,164	469,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1865.....	541,005	523,506	523,845	537,519	558,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,559	9,299,430
1866.....	695,147	674,664	765,398	774,250	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1867.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,697	1,107,084	1,001,987	13,384,471
1868.....	892,093	1,142,166	1,112,190	1,208,444	1,251,951	1,167,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	733,494	13,365,467
1869.....	706,025	753,782	858,559	929,077	1,177,897	1,139,284	1,034,893	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1870.....	655,428	602,482	774,984	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1871.....	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
1872.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1866.....	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1867.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1868.....	230,069	226,897	244,182	246,048	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1869.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1870.....	327,638	318,626	354,766	368,960	378,493	.....	219,069	404,286	.....	428,598	386,514	.....	.....
1871.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1872.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	681,391	657,141	603,402	6,329,447
1865.....	571,536	528,972	616,655	516,608	460,573	617,682	575,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866.....	603,053	506,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	681,971	588,219	504,066	6,546,741
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,997	931,530	685,401	681,041	7,817,629
1869.....	659,138	524,693	709,445	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870.....	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	905,225	811,708	697,751	8,678,958
1871.....	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	658,131	8,401,142
1872.....	642,466	527,068	572,175	547,988	636,373	641,410	616,680	768,256	759,967	863,746	681,332	.....	.....
Marquette and Cincinnati:													
1866.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.....	94,136	78,976	92,910	92,768	96,535	106,594	114,716	121,217	142,823	132,387	123,383	123,713	1,278,713
1868.....	92,433	81,599	98,482	105,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869.....	95,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870.....	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	163,531	144,023	141,376	1,418,889
1871.....	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	172,567	169,820	1,690,714	1,690,714
1872.....	152,677	142,403	150,784	145,568	158,717	164,587	149,550	162,521	191,841	208,977	207,911	.....	.....
Michigan Central:													
1866.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1867.....	282,439	265,796	337,158	343,737	365,196	353,083	324,986	359,646	429,161	490,640	424,604	308,669	4,260,115
1868.....	304,095	283,661	375,210	362,783	383,952	284,977	313,021	398,998	464,778	506,296	412,934	330,373	4,371,071
1869.....	343,316	304,315	326,890	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,263	4,509,263
1870.....	384,120	320,636	386,527	411,514	403,646	366,623	329,560	353,569	478,546	490,772	448,410	374,542	4,744,164
1871.....	337,992	329,128	387,992	412,030	403,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1872.....	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872.....	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,688,608
1868.....	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	566,917	468,880	6,517,640
1869.....	454,590	330,400	420,951	460,288	630,544	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870.....	396,171	382,823	377,571	443,132	730,700	755,737	636,424	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,451	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,935	387,525	426,192	474,183	580,432	594,901	488,348	565,729	811,961	950,945	702,838	.....	.....
Ohio and Mississippi:													
1864.....	210,329	260,466	309,261	269,444	224,963	223,242	263,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865.....	239,139	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866.....	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	251,613	3,350,533
1867.....	242,793	219,065	279,047	284,729	282,939	240,135	234,633	322,512	365,371	379,367	336,066	272,053	3,459,319
1868.....	211,973	231,351	265,905	204,620	217,082	194,455	287,557	307,122	283,239	274,637	233,861	2,964,041	2,964,041
1869.....	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	278,027	254,896	2,915,543
1870.....	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871.....	245,932	258,554	384,599	243,650	222,263	18							

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length, track equiv. angle.	Horses and Drummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept. 30, '71	7.25	102	16	Albany.....N.Y.	167,800	111,400	40,000		63,640	16,449	10	100	100	
Sept. 30, '71	1.04			Albany st. Freight (B'ton).Mass.	45,709	75,000		155	2,856	657		100	100	
Oct. 31, '71	7.25	12		Allentown.....Pa.	31,452	192,750			10,801	2,985		100	100	
Sept. 30, '71	11.53			Avenue C (N. Y. City).....N. Y.	513,286	500,000	681,000	163,841	161,424	11,763		100	100	
Sept. 30, '71	22.00	449	55	Bleeker st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	60,420		100	100	
Sept. 30, '71	4.63			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,359	6.8	100	100	
Sept. 30, '71	1.26			Boston & West Roxbury.Mass.	56,133	41,000			2,500	2,348		100	100	
Sept. 30, '71	10.76	270	62	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	145,794	25,445	9	100	100	
Sept. 30, '71	10.53	776	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	
Sept. 30, '71	7.00		28	Brooklyn, Bath & Coney L.N.Y.	212,379	180,000	80,000		41,166	8,901		100	100	
Sept. 30, '71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	
Sept. 30, '71	15.50	194	42	Brooklyn City & Newtown.N.Y.	616,730	400,000	200,000	8,829	164,737	34,200		100	100	
Sept. 30, '71	19.53			B'klyn. City, Hun. P. & P.P.N.Y.	428,557	300,000	30,000	29,197	154,768	40,685		100	100	
Sept. 30, '71	15.20	201	59	Buffalo street.....N.Y.	324,012	377,000	73,000	19,257	183,932	23,518		100	100	
Sept. 30, '71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	740,904	302,000	52,000	2,018	81,514	8,092		100	100	
Sept. 30, '71	33.61			Cambridge (Boston).....Mass.	29,008	740,000	160,000		69,091	69,091	13.5	100	100	
Sept. 30, '71	1.74	20	4	Central City (Syracuse).....N.Y.	29,008	6,000			18,524	7,475	20.0	100	100	
Sept. 30, '71	46.00	802	142	Cen. P. & L.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	83,746	690,245	13,135		100	100	
Oct. 31, '71	7.26	352	48	Citizens' (Phila.).....Pa.	212,820	192,750			313,002	44,494	27.7	50	194	
Oct. 31, '71	8.85	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	
Sept. 30, '71	14.83	222	21	Coney Island (Brooklyn).....N.Y.	647,363	500,000	215,000	49,593	160,178	14,687		100	100	
Sept. 30, '71	10.39	864	116	Dry Dock, E.B. & B. (N.Y.C.)N.Y.	937,943	1,200,000	700,000		608,241	179,551		100	100	
Sept. 30, '71	1.76	31	18	East New York & Jamaica.N.Y.	259,668	175,800	82,700	1,632	26,554	5,490		100	100	
Oct. 31, '71	1.63	13	3	Easton and S. Easton.....Pa.	25,992	29,652			9,757	2,658	5	25	25	
Sept. 30, '71	18.00	877	169	Elhigh Avenue (N.Y. City)N.Y.	1,660,134	1,060,000	203,000	35,000	702,672	154,662	12	100	100	
Oct. 31, '71	5.25			Elmira and Horseheads.....N.Y.	43,000	22,600		3,200	(Not in opera.)			100	100	
Oct. 31, '71	2.20	20	6	Elrie City.....Pa.	36,957	19,807	20,458		14,371	3,288	50	42		
Oct. 31, '71	6.00	72	13	Federal St. & Pl. Val. (Pbg.)Pa.	93,000	68,300	25,000		41,167	7,504	25	25		
Sept. 30, '71	2.70			Fifth Ward (Syracuse).....N.Y.	46,799	29,255	10,000	2,800	12,612	1,163		100	100	
Sept. 30, '71	9.63			42d st. & Gr'd st. F. (N.Y.C.)N.Y.	1,054,679	748,000	215,000		382,619	97,695	6.5	100	100	
Oct. 31, '71	17.04	366	52	Frankford & Southwark (Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	
Sept. 30, '71	3.25	22		Genesee & Water st. (Syr.)N.Y.	59,926	42,500	12,700		18,924	2,226		100	100	
Oct. 31, '71	34.25	366	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000		368,588	88,100	19.5	50	30	
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000			21,573	55,692	17.6	50	17	
Sept. 30, '71	9.00	93	16	Gr'd st. & Newtown (B'k'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771		100	100	
Sept. 30, '71	8.00			Gr'd St. Prop. Pl. & Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in opera.)			100	100	
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.)Pa.	244,441	100,000	150,000		172,537	44,385	26.7	50	15	
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,654	1,240	6,489	567	25	25		
Sept. 30, '71	10.00	120	24	Harlem Br., Mor. & F'dham.N.Y.	264,295	123,540	137,000		55,554	27,689		100	100	
Oct. 31, '71	30.40	362	61	Host, Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100		310,958	105,646	13.5	50		19
Sept. 30, '71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000			22,809	5,424	3.7	100	100	
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.)Pa.	170,181	105,000	62,500		95,950	28,513	11.9	25	104	
Sept. 30, '71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,520	4,500		32,185	2,182		100	100	
Sept. 30, '71	11.62	235	35	Lynn and Boston.....Mass.	277,311	200,000	50,000	1,900	177,507	10,218		100	100	
Sept. 30, '71	3.60			Malden and Melrose (B'tn).Mass.	60,245	200,000						100	100	
Sept. 30, '71	1.07			Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326				100	100	
Sept. 30, '71	3.46			Medford & Charlestown (B'n).Mass.	34,600	21,000	4,000		2,400	1,223		100	100	
Sept. 30, '71	3.27	48	15	Merrimac Valley.....Mass.	63,000	50,000			32,282			100	100	
Sept. 30, '71	45.10	958	328	Metropolitan (Boston).....Mass.	1,705,566	1,250,000	455,566	101,291	905,068	153,192	10	100	100	
Sept. 30, '71	1.75	200	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500		222,408	42,125	3	100	160	804
Sept. 30, '71	1.22	177	53	Mohawk and Ilion.....N.Y.	15,000	15,000			7,573	3,847	10	100	100	
Sept. 30, '71	3.29	14	17	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000		117,331	5,786		100	100	
Sept. 30, '71	8.00	92	14	Northampton & Wmberg.Mass.	300,000	300,000		5,059	7,887	293		100	100	
Sept. 30, '71	2.74	7	14	North 2d St. & Middle Vil.N.Y.	154,343	133,000		15,350	41,951	5,981		100	100	
Oct. 31, '71	7.25	82	33	North Woburn (Boston).....Mass.	32,000	20,800	8,000	2,006		1,920		100	100	
Dec. 31, '71	11.71	102	33	Oakland & E. Liberty (Pbg.)Pa.	121,805	130,000	67,000	5,275	49,098	708	50	60		
Sept. 30, '71	14.40	172	27	Orange and Newark.....N.J.	897,022	282,550	546,000	76,700	195,357	37,874		100	100	
Dec. 31, '71	3.81			Park Avenue (Brooklyn).....N.Y.	281,263	118,500	188,000		30,051	898		100	100	
Oct. 31, '71	9.56	42	12	Passenger (Cin.).....O.	100,000	100,000						100	100	
Oct. 31, '71	12.02	403	67	Peoples' street (Scranton).....Pa.	138,250	125,500			33,703	6,601	2.5	100	100	
Oct. 31, '71	6.04			Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	58
Oct. 31, '71	12.87	145	25	Philadelphia and Darby.....Pa.	257,000	200,000	57,000		(Leased)		4.0	50	20	10
Oct. 31, '71	8.50	174	28	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500		120,305	30,713	8.9	50	25	324
Oct. 31, '71	6.00	100	17	Pbg., Allegheny & Manchester.Pa.	146,202	140,000	23,000		139,377	34,703	28.5	50	35	
Dec. 31, '71	6.88	92	16	Pittsburg and Birmingham.....Pa.	135,913	100,000	10,600	57,254	84,890	3,636		50	50	
Sept. 30, '71	2.50			Portland.....Me.	160,300	160,300		600	45,007	12,809		100	100	
Oct. 31, '71	8.00	56	14	Poughkeepsie City.....N.Y.	57,414	31,270	14,000	12,044	16,816	Loss.		100	100	
Sept. 30, '71	10.00			Ridge Av. & Manayunk (Ph.)Pa.	223,615	168,100	63,300	6,000	45,834	36,700	50	15		
Sept. 30, '71	7.85	52	32	Rochester and Brighton.....N.Y.	94,153	60,000	20,000		67,140	17,102		100	100	
Oct. 31, '71	3.49			Salem.....Mass.	233,733	150,000	35,900	3,300	47,854	7,625		100	100	
Spt. 30, '71	16.00	693	101	Schuylkill River (Phila.).....Pa.	47,463	50,000			(Leased)		10.0	51	5	
Oct. 31, '71	38.00	560	85	Second Avenue (N. Y. City)N.Y.	2,089,523	888,100	1,163,500		555,954	137,404	50	50	95	
Oct. 31, '71	6.75	236	40	2d and 3d street (Phila.)Pa.	695,223	673,417	109,300		484,034	151,953	15.0	50	30	59
Sept. 30, '71	8.38	671	82	40 17th and 19th street (Phila.)Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	
Sept. 30, '71	5.03			Sixth Avenue (N.Y. City)Y										

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.	\$3,067,800	J. & J.	Jan. '73 31	Long Island	3,000,000	M. & S.	Sept. '71 3	Warren (N. J.)	\$1,800,000	J. & D.	Dec. '71 24
Allegheny Valley	2,266,350	J. & J.	July '71 4	Louisv., Cin. and Lex.	1,623,483	J. & J.	July '69 3	Warwick Valley	225,000	A. & O.	Apr. '72 24
Atlanta and West Point	1,232,200	J. & J.	July '71 4	..... pref.	848,700	J. & J.	July '72 4	West Jersey	1,209,000	F. & A.	Aug. '72 4
Atlantic and Gulf	3,691,200	J. & J.	July '71 31	Louisville & Nashville	8,980,600	F. & A.	Aug. '72 4	Winchester & Potomac	180,000	J. & J.	Jan. '73 3
..... pref.	2,494,664	M. & S.	Sept. '72 2	Louisv., N. Alb. & Ohl.	3,000,000	J. & D.	Dec. '70 3	Winchester & Strasburg	500,000	J. & J.	July '72 31
Atlantic and St. Law.	1,500,000	A. & O.	Oct. '72 11	Lowell and Lawrence	200,000	A. & O.	Oct. '72 3	Worcester and Nashua	1,400,555	J. & J.	Jan. '73 16
..... new 1870	194,250	A. & O.	Oct. '72 11	Lykens Valley	200,000	F.M.A.N.	Nov. '72 24	HORSE-POWER R. R.			
Avon, Genesee & Mt. M.	18,151,962	M. & N.	Nov. '72 5	Macon and Western	2,500,000	J. & D.	Dec. '71 5	Albany City	110,336	— & —	..... 21
Baltimore and Ohio	1,650,000	A. & O.	Oct. '72 5	Maine Central	3,400,500	— & —	Nov. '72 5	Baltimore City	800,000	F. & A.	Aug. '72 1
Washington Br.	6,680,685	A. & O.	Oct. '72 5	Manchester and Law.	1,000,000	M. & N.	Nov. '72 5	Bleecker St. & F. Y. (N.Y.)	900,000	— & —	.....
Parkersburg Br. pref.	600,000	J. & J.	Jan. '73 11	Marietta & Cincinnati	1,372,801	M. & S.	Sept. '66 3a	Boston and Chelsea	110,000	A. & O.	Oct. '72 4
Berkshire	250,000	J. & D.	Dec. '72 31	..... 1st pref.	6,150,719	M. & S.	Sept. '66 3a	Boston and Chelsea	110,000	A. & O.	Oct. '72 4
Blossburg & Corning	19,664,100	M. & N.	Nov. '72 5	..... 2d pref.	400,000	F. & A.	Aug. '72 3	Broadway (Brooklyn)	200,000	J. A. J.O.	Jan. '73 3
Boston and Albany	633,200	— & —	.....	Massachusetts	4,812,725	J. & J.	Jan. '72 5	Broadw. & 7th Av. (N.Y.)	2,100,000	J. & D.	Jan. '70
Bos., Clin. & Fitchburg pref.	80,000	J. & D.	Dec. '72 3	Memphis & Charleston	14,666,848	J. & J.	July '72 5	Brooklyn City	1,500,000	F.M.A.N.	Nov. '72 3
Agricultural Br. guar.	800,000	M. & N.	Nov. '72 3	Michigan Central	323,375	J. & J.	July '72 5	Brooklyn City & Newt.	600,000	J. & J.	July '70
Bost., Conc. & Mont. pref.	2,215,000	J. & J.	Jan. '73 4	Mill Creek & Mich.	11,822,878	J. & J.	Dec. '70 7a	Brooklyn and Jamaica	488,100	— & —	.....
Boston and Lowell	6,000,000	M. & N.	Nov. '72 5	Milwaukee and St. Paul	10,855,103	F. & A.	Aug. '72 3a	Bushwick (Brooklyn)	302,000	J. & J.	July '71 31
Boston and Maine	2,950,000	M. & N.	Nov. '72 5	..... pref.	3,856,450	J. & J.	Jan. '73 3a	Cambridge	127,800	A. & O.	Oct. '72 4
Boston and Providence	960,000	J. & D.	Dec. '72 31	M. Hill & Schuy. Hav.	11,900,960	J. & J.	Jan. '73 3	Can. Park, N. & K. Riv.	1,068,000	A. & O.	Oct. '67 24
Burlington, N. Y. & Erie	1,380,000	J. & J.	July '72 4	Morris and Essex	800,000	M. & N.	Nov. '72 5	Citizens' (Phila.)	200,000	J. & J.	Jan. '73 7
Burlington and Mo. Riv.	1,683,400	J. A. J.O.	Jan. '73 24	Nashua and Lowell	1,864,400	F. & A.	Feb. '71 5	Citizens' (Phg.)	200,000	M. & N.	Nov. '71 7
Camden and Amboy	377,100	— & —	.....	Naugatuck	1,900,000	M. & S.	Sept. '72 5	Coney Island & rock.	500,000	— & —	.....
Camden and Atlantic	752,700	J. & J.	Jan. '73 24	Norfolk Valley	977,400	J. & J.	Jan. '72 3a	D. Dock E. B. & W. Bat.	1,200,000	F.M.A.N.	Aug. '72 2
..... pref.	915,577	J. & J.	Jan. '73 24	Newark and N. York	500,000	M. & N.	Nov. '72 3a	Elizabethtown & Newark	200,000	J. A. J.O.	Oct. '71 3
Cape Cod	447,000	J. & D.	Dec. '72 3	N. Bedford & Taunton	1,800,000	J. & J.	Aug. '69 12a	Frank. & South St. (Ph.)	748,000	M. & N.	Nov. '71 5
Cape May and Millville	423,000	Novemb.	Nov. '71 6	N. Castle & Beaver Val.	605,000	J. A. J.O.	Sept. '72 3	Germantown (Ph.)	1,000,000	J. & J.	Jan. '73 3
Catawissa & Fogelsville	1,169,500	M. & N.	May '72 31	N. Haven & Northamp.	7,295,200	J. A. J.O.	Jan. '73 24	Girard College (Ph.)	500,000	J. & J.	Jan. '71 3
Catawissa	2,200,000	M. & N.	May '72 31	New Jersey	1,003,500	A. & O.	Oct. '72 4	Grand St. and Newton	170,000	J. & J.	July '71 2
Cayuga and Susq.	689,110	J. & J.	Jan. '73 4	New London Northern	44,428,830	A. & O.	Oct. '72 4	Green & Coates St. (Ph.)	500,000	J. & J.	July '72 4
Cedar Rapids & Mo. R.	6,850,400	M. & N.	Nov. '72 31	New York and Harlem	5,500,000	J. & J.	Jan. '73 4	Heston, Mantau & Fairm.	2,050,000	A. & O.	Jan. '73 4-5
..... pref.	769,600	M. & N.	May '72 31	..... pref.	1,600,000	J. & J.	Jan. '73 4	Lomb. & South St. (Ph.)	105,000	A. & J.	Oct. '71 6
Central of Georgia	15,000,000	J. A. J.O.	Oct. '72 24	N. Y., N. H. & Hartf.	15,500,000	J. & J.	Jan. '73 5	Lynn and Boston	200,000	— & —	.....
Central of New Jersey	2,425,000	J. & J.	Dec. '72 3	N. Y. Provid. & Oston.	2,000,000	J. A. O.J.	Jan. '73 24	Malden and Melrose	200,000	— & —	.....
Central Ohio	400,000	J. & D.	Dec. '72 3	Nig. Bridge & Ocanand	1,000,000	J. & J.	July '72 3	Metropolitan (Boston)	1,250,000	A. & J.	Jan. '73 5
..... pref.	880,000	J. A. J.O.	Oct. '72 14	North Carolina	4,000,000	Irregular.	Jan. '73 3	Middlesex (Boston)	400,000	A. & O.	Oct. '72 2
Chemung	2,100,000	J. & J.	July '72 2	N. Eastern (N. C.) pref.	111,000	M. & N.	May '67 4	Ninth Avenue (N. Y.)	179,520	— & —	.....
Cheshire, preferred	6,925,500	M. & S.	Sept. '72 5	North Pennsylvania	3,150,150	January.	Jan. '72 5a	Orange and Newark	282,555	— & —	.....
Chicago and Alton	2,425,400	M. & S.	Sept. '72 5	Northern Central	6,000,000	M. & N.	Nov. '72 3	Philadelphia City	750,000	J. & J.	July '71 3
..... pref.	20,000,000	M. & S.	Sept. '72 5	N. rthern N. Hampsh.	3,068,400	J. & D.	Dec. '72 4	Philadelphia and Darby	200,000	J. & J.	July '71 2
Chicago, Burl. & Quincy	3,916,300	J. & J.	Jan. '73 4	Northern New Jersey	1,000,000	J. & J.	Jan. '72 4	Phila. and Grey's Ferry	25,477	J. & J.	Nov. '72 24
Chicago, Iowa & Nebraska	14,720,959	J. & D.	Dec. '72 31	Norwich and Worcester	2,264,400	J. & J.	Jan. '72 3	Pbg. Alleg. & Manchester	200,000	M. & N.	Nov. '69 8
Chicago & N. Western	20,415,013	J. & D.	Dec. '72 31	Ogdensb. & L. Champ.	2,000,000	J. & J.	Jan. '72 3	Second Avenue (N. Y.)	888,100	J. A. J.O.	Jan. '73 2
..... pref.	19,000,000	A. & O.	Oct. '72 4	Ohio and Mississippi	10,995,847	A. & O.	Oct. '72 4	Second & Third St. (Ph.)	962,100	J. & J.	July '72 5
Chicago, R. I. & Pacific	2,500,000	A. & O.	Oct. '72 4	..... pref.	4,224,474	J. & D.	June '72 3a	Seventh & 19th streets (Ph.)	750,000	M. & N.	July '71 2
Cin. Ham. & Dayton	2,980,550	F. & A.	Aug. '72 31	Oil Cr. & Allegheny R.	4,259,450	J. A. J.O.	July '72 4	Sixth Avenue (N. Y.)	1,170,000	F.M.A.N.	Aug. '71 4
Cin. Sand. and Cleve.	439,046	F. & A.	Nov. '72 3	Old Colony & Newport	4,959,023	J. & J.	Jan. '73 3a	Third Avenue (N. Y.)	1,000,000	J. & J.	July '72 14
..... pref.	13,944,000	M. & N.	May '72 31	Oswego and Syracuse	4,959,023	F. & A.	Feb. '72 4	Union (Boston)	75,000	U. & N.	Nov. '72 3
Clev. Col. Cin. & Ind.	2,087,589	M. & N.	May '72 31	Pacific of Missouri	3,635,750	F. & A.	Jan. '73 3	Union (Phila.)	400,000	J. A. J.O.	Jan. '73 24
Cleveland & Mahoning	7,494,588	F.M.A.N.	Nov. '72 2	Panama	7,000,000	J. A. J.O.	Jan. '73 3	West Philadelphia	400,000	J. & J.	July '72 8
Cleveland & Pittsburgh	13,000,000	J. A. J.O.	July '72 24	Paterson and Hudson	630,000	J. & J.	Jan. '73 4	CANALS.			
Col. Chic. & Ind. Cen.	1,786,800	M.J.S.D.	Dec. '72 2	Paterson and Newark	500,000	J. & J.	Jan. '73 4	Chesapeake and Delaware	1,983,568	J. & D.	Dec. '72 3
Columbus and Xenia	848,964	F. & A.	Aug. '72 5	Paterson and Ramapo	243,000	J. & J.	Jan. '73 4	Chesapeake Division	8,229,594	— & —	.....
Colum. & Hocking Val.	1,500,000	M. & N.	Nov. '72 5	Pembler & Hightstown	342,150	J. & J.	Jan. '71 3	Delaware and Hudson	1,633,350	F. & A.	Aug. '72 4
Concord	850,000	J. & J.	Jan. '73 31	Pennsylvania	39,500,000	M. & N.	Nov. '72 5	Delaware and Raritan	5,847,400	F. & A.	Aug. '72 5
Concord and Ports.	4,004,200	F. & A.	Aug. '72 3	Peoria & Bureau Val.	1,200,000	F. & A.	Aug. '72 4	Erie of Pennsylvania	64,000	J. A. J.O.	Jan. '73 24
Conn. & Passump. Riv.	1,700,000	J. & J.	Jan. '73 5	Philadelphia and Erie	6,004,300	J. & J.	Dec. '72 3	Lehigh Coal & Navigt.	8,739,800	M. & N.	May '67 3
Connecticut River	307,383	J. & J.	Jan. '73 5	..... pref.	1,626,250	M.J.S.D.	Dec. '72 3	Monongahela Navigt.	1,003,500	J. & J.	July '71 5
Cooperstown and Susq.	1,325,000	A. & O.	Oct. '72 4	Phil. Ger. & Norristown	30,401,600	J. & J.	Jan. '73 24	Morris (consolidated)	1,025,000	F. & A.	Aug. '72 2
Cumberland Valley	400,000	M.J.S.D.	Dec. '71 4	Philadelphia & Reading	1,259,100	J. A. J.O.	Jan. '73 4	..... (preferred)	1,175,000	F. & A.	Aug. '72 5
Danbury and Newwale	1,230,941	J. & J.	Jan. '73 3	Phila. and Trenton	1,259,100	J. A. J.O.	Jan. '73 4	Pennsylvania	4,317,950	F. & A.	Feb. '72 50c
Delaware	18,508,850	J. A. J.O.	Oct. '72 0	Phila. Wil. & Balt.	9,562,650	J. & J.	Jan. '73 4	Schuyl. Nav. (common)	1,508,207	F. & A.	Feb. '72 50c
Del., Lackaw. & Westn.	452,350	J. & J.	Oct. '72 0	Pittab. Ft. W. & Chi.	19,714,285	J. A. J.O.	Jan. '73 4	Schuyl. (ref.)	2,838,977	F. & A.	Feb. '72 50c
Detroit & Milwaukee	2,005,000	J. & J.	Dec. '69 7	..... Special Imp.	2,000,000	J. A. J.O.	Jan. '73 4	Susq. and Tide Water	2,002,746	— & —	.....
Dubuque & Sioux City	5,000,000	J. & J.	Oct. '72 3	Pittsfield & N. Adams	410,000	J. & J.	Jan. '73 3	Union	2,907,860	— & —	.....
East Pennsylvania	1,309,300	J. & J.	Jan. '73 3	Portland and Keenebec	616,700	J. & J.	Jan. '73 3	W. Branch and Susq.	1,100,000	J. & J.	Jan. '65 -
East Mahanoy	392,950	J. & J.	Jan. '73 3	Yarmouth certificates	202,400	A. & O.	Apr. '72 3	MISCELLANEOUS.			
Eastern (Mass.)	4,062,600	J. & J.	Jan. '73 3	Portland & Portland	1,500,000	J. & J.	Jan. '73 3	Adams Express	10,000,000	M.J.S.D.	Dec. '72 2
Eastern (N. H.)	492,500	F. & A.	Aug. '72 24	Providence & Worcester	2,000,000	J. & J.	Jan. '73 5	American Coal	1,500,000	M. & S.	Mar. '72 3
Elmira, Jof. & Canand	800,000	M. & N.	Nov. '72 24	Railright and Gaston	1,500,000	J. & J.	July '71 6	Am. Merch. Union Exp.	18,000,000	J. & J.	Jan. '73 3
Elmira & Williamsport	500,000	F. & A.	Feb. '68 4	Rensselaer & Saratoga	6,000,000	J. & J.	Jan. '73 4	Ashburton Coal	2,500,000	J. & D.	Dec. '69 4
Erie Railway	78,000,000	F. & A.	Feb. '72 31	Roch. & Genesee Val.	657,500	— & —	.....	Atlantic Mail Steamship	4,000,000	M.J.S.D.	Dec. '67 24
..... pref.	3,635,910	J. & J.	July '72 31	Rome, Watert. and Ogd.	2,991,800	J. & J.	Feb. '73 5a	Brunswick City	1,000,000	— & —	.....
Erie and Pittsburgh	1,060,250	M.J.S.D.	Dec. '72 11	Rutland	2,700,000	F. & A.	Aug. '72 3a	Butler Coal	500,000	J. & D.	Dec. '69 55c
Fitchburg	3,540,000	J. & J.	Jan. '73 4	..... preferred	4,300,000	— & —	.....	Canton	731,250	— & —	.....
Georgia	4,158,000	J. & J.	July '72 4	St. Croix and Penobscot	100,000	J. & J.	July '71 2	Consolidation (Mt.) Coal	10,250,000	J. & D.	Dec. '72 4
Grand River Val. guar.	1,000,000	— & —	.....	St. L., Alt. & T. Haute.	2,300,000	— & —	May '68 7	Cumberland Coal & Iron	500,000	J. & D.	Dec. '72 4
Grand Trunk, (Ca.)	14,367,946	A. & O.	Oct. '72 31	..... pref.	12,000,000	— & —	.....	Maryland Coal	4,400,000	J. & D.	Dec. '70 3
Great Western, (Ca.)	19,337,404	F. & A.	Aug. '70 31	Saratoga and Schenec.	300,000	A. & O.	Oct. '72 31	Marietta Gold	2,836,600	— & —	.....
Hannibal & St. Joseph	4,151,700	Annual	Aug. '70 7	Schofield Valley	576,050	M. & N.	July '72 24	..... pref.	1,893,400	— & —	.....
..... pref.	6,078,224	M. & N.	Nov. '72 5	Shenandoah and Roaroke	1,151,400	M. & N.	Nov. '70	..... cert.	2,324,000	J. & J.	.....
Hanover Branch, (Pa.)	4,000,000	J. & J.	Jan. '73 31	Shore Line	889,450	F. & A.	Aug. '72 3	Pacific Mail Steamship	20,000,000	M.J.S.D.	Sep. '69 3
Harlem Extension	1,182,500	J. & J.	Jan. '73 31	South Branch (N. J.)	995,800	F. & A.	Jan. '72 54	Pacific and Atlantic Tel.	2,000,000	— & —	.....
Harrisburg & Lancaster	1,180,000	J. &									

NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Market Price.
National Securities Dec. 1, 1873.											
Loan of June 14, 1868.....registered	\$6,045,000	5	Jan. & July.	1874	109 1/2	Massachusetts—(\$30,712,882):					
Loan of February 8, 1861.....registered	13,955,000	5	" " "	1874	110	.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
Loan of July 17, and Aug. 5, 1861.....registered	13,741,000	6	Jan. & July.	1880	114 1/2	.. State (public works) scrip.....	264,000	6	June & Dec.	'72-'77	....
Oregon War Bonds of March 2, 1861.....coupon	4,674,000	6	" " "	1880	118	.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	109 1/2
Loan of Feb. 25, 1862 (5-20s).....registered	945,000	6	Jan. & July.	1881	109 1/2	.. Union Fund Loan, 1862.....	600,000	5	" " "	'77-'78	....
Loan of July 17, and Aug. 5, 1861.....coupon	125,438,000	6	Jan. & July.	1881	114 1/2	.. Coast Defense Loan, 1863.....	888,000	5	" " "	1883	95 1/2
Loan of Feb. 25, 1862 (5-20s).....coupon	63,888,250	6	" " "	1881	118	.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	98 1/2
Loan of Feb. 25, 1862 (5-20s).....registered	32,183,200	6	May & Nov.	1882	112 1/2	.. Bounty Loan, 1864, £826,000 stg.....	4,000,744	5	" " "	1894	....
Loan of March 3, 1863.....registered	235,784,150	6	" " "	1882	112 1/2	.. War Loan (5-20) eur. 1866.....	2,651,500	6	Mar. & Sept.	1886	....
Loan of March 3, 1863.....coupon	53,459,850	6	Jan. & July.	1881	114 1/2	.. R. R. & Hoosac T. bonds, £1,448,700 stg.....	7,175,451	5	April & Oct.	'88-'93	....
Loan of March 3, 1864 (5-20s).....registered	21,540,150	6	" " "	1881	118	.. R. R. & Hoosac Tunnel bonds, dollar.....	1,166,500	5	" " "	'90-'96	....
Loan of June 30, 1864 (5-20s).....registered	2,298,000	6	May & Nov.	1884	112 1/2	.. Loan (B. H. & Erie R. R.) £743,000 stg.....	3,599,024	5	Jan. & July.	1900	....
Loan of March 3, 1865 (5-20s).....registered	33,086,450	6	May & Nov.	1884	112 1/2	Michigan—(\$2,332,293):					
Loan of March 3, 1865 (5-20s).....coupon	36,227,650	6	" " "	1884	113	.. Canal Bonds, 1859.....	81,000	6	Jan. & July.	1879	....
Loan of March 3, 1865 (5-20s).....registered	36,709,650	6	May & Nov.	1885	112 1/2	.. \$2,000,000 Loan Bonds, 1863.....	446,000	6	" " "	1873	....
.. 2d series (5-20s).....registered	119,802,900	6	" " "	1885	112 1/2	.. \$2,000,000 Loan Bonds, 1863.....	431,000	6	" " "	1878	100
.. 3d series (5-20s).....coupon	58,618,750	6	Jan. & July.	1885	112 1/2	.. Renewal Bonds, 1868.....	718,000	6	" " "	1883	....
.. 3d series (5-20s).....coupon	151,601,950	6	" " "	1885	116 1/2	.. Bounty (War) Bonds, 1865.....	463,000	7	May & Nov.	1890	....
.. 4th series (5-20s).....coupon	90,926,650	6	Jan. & July.	1887	113 1/2	Minnesota—(\$350,000):	160,000	6	Jan. & July.	1878	....
.. 4th series (5-20s).....coupon	225,505,400	6	" " "	1887	117 1/2	.. Sioux War Bonds, 1862.....	100,000	7	May & Nov.	1872	....
.. 5th series (5-20s).....registered	13,877,000	6	Jan. & July.	1888	113 1/2	.. State Building Bonds, 1867-'68 and '69.....	250,000	7	Jan. & July.	'77-'79	....
.. 6th series (5-20s).....coupon	24,831,950	6	" " "	1888	116	.. Railroad Bonds (suspended) 1858.....	2,275,000	...	June & Dec.	1883	....
Loan of March 3, 1864, (10-40s).....registered	139,496,150	5	Mar. & Sept.	1904	109 1/2	Missouri—(\$17,669,000):					
Consols of July 14, '70 & Jan. 20, '71, registered	55,071,150	5	" " "	1904	109 1/2	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	95 1/2
Consols coupon	127,737,800	5	F. M. A. & N.	1881	111 1/2	.. Railroad Loans Bonds, 1854-'66.....	1,589,000	6	" " "	'87-'88	....
Consols coupon	72,262,200	5	" " "	1881	111 1/2	.. S. W. Br. of Pacific R. R. bonds, guar.....	14,496,000	6	" " "	'74-'90	99
Consols registered	...	4 1/2	F. M. A. & N.	1886	....	.. State Bonds, funding, 1867-'68.....	2,727,000	6	" " "	'76-'91	....
Consols coupon	...	4 1/2	" " "	1886	....	Nevada—(\$660,000):					
Consols registered	...	4 1/2	" " "	1901	....	.. State Bonds, for floating debt.....	660,000	10	Mar. & Sept.	'72-'87	....
Consols coupon	...	4 1/2	" " "	1901	....	New Hampshire—(\$2,405,400):					
Consols registered	...	4 1/2	" " "	1901	....	.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
Consols coupon	...	4 1/2	" " "	1901	....	.. War Loan Bonds, July 1, 1864.....	600,000	6	Mar. & Sept.	'84-'89	97 1/2
Consols registered	...	4 1/2	" " "	1901	....	.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	....
Consols coupon	...	4 1/2	" " "	1901	....	New Jersey—(\$2,896,200):					
Consols registered	...	4 1/2	" " "	1901	....	.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'78-'84	....
Consols coupon	...	4 1/2	" " "	1901	....	.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" " "	'86-'90	....
Consols registered	...	4 1/2	" " "	1901	....	.. War Loan Bonds, 1864, tax free.....	584,400	6	" " "	'97-'02	....
Consols coupon	...	4 1/2	" " "	1901	....	New York—(\$38,121,600):					
Consols registered	...	4 1/2	" " "	1901	....	.. General Fund Stock.....	900,000	5	J. A. J. & O.	1875	....
Consols coupon	...	4 1/2	" " "	1901	....	.. General Fund Stock.....	800,000	6	" " "	1878	....
Consols registered	...	4 1/2	" " "	1901	....	.. General Fund Stock.....	348,107	6	" " "	pleas.	....
Consols coupon	...	4 1/2	" " "	1901	....	.. General Fund Stock.....	1,189,780	6	" " "	pleas.	....
Consols registered	...	4 1/2	" " "	1901	....	.. Canal Stock.....	1,105,420	6	" " "	1874	....
Consols coupon	...	4 1/2	" " "	1901	....	.. Canal Stock.....	7,408,000	6	" " "	'72-'73	....
Consols registered	...	4 1/2	" " "	1901	....	.. Canal Stock.....	2,572,000	6	" " "	'74-'76	106
Consols coupon	...	4 1/2	" " "	1901	....	.. Canal Stock.....	880,000	6	" " "	1877	....
Consols registered	...	4 1/2	" " "	1901	....	.. Bounty Loan Bonds, 1867, registered.....	20,675,000	7	Jan. & July.	1877	105
Consols coupon	...	4 1/2	" " "	1901	....	.. Bounty Loan Bonds, 1867, coupon.....	1,872,000	...	" " "	1877	106
Consols registered	...	4 1/2	" " "	1901	....	North Carolina—(\$29,900,045):					
Consols coupon	...	4 1/2	" " "	1901	....	.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	34
Consols registered	...	4 1/2	" " "	1901	....	.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
Consols coupon	...	4 1/2	" " "	1901	....	.. State (new) Bonds, 1867 to 1870.....	3,009,045	6	Jan. & July.	'92-'98	22
Consols registered	...	4 1/2	" " "	1901	....	.. State (new) Bonds, 1867 to 1870.....	1,859,000	6	April & Oct.	'92-'98	....
Consols coupon	...	4 1/2	" " "	1901	....	.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
Consols registered	...	4 1/2	" " "	1901	....	.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	25
Consols coupon	...	4 1/2	" " "	1901	....	.. Special Tax Bonds.....	11,407,000	6	" " "	'98-'99	15
Consols registered	...	4 1/2	" " "	1901	....	Ohio—(\$9,022,721):					
Consols coupon	...	4 1/2	" " "	1901	....	.. Loan of 1860 Bonds, skg fd.....	882,894	6	Jan. & July.	1870	....
Consols registered	...	4 1/2	" " "	1901	....	.. Loan of 1860 Bonds, skg fd.....	1,600,000	6	" " "	1875	....
Consols coupon	...	4 1/2	" " "	1901	....	.. Loan of 1860 Bonds, skg fd.....	1,495,369	6	" " "	1881	....
Consols registered	...	4 1/2	" " "	1901	....	.. Loan of 1866 Bonds, skg fd.....	2,400,000	6	" " "	1886	....
Consols coupon	...	4 1/2	" " "	1901	....	Oregon—(\$290,527):					
Consols registered	...	4 1/2	" " "	1901	....	.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
Consols coupon	...	4 1/2	" " "	1901	....	.. Willamette Canal & Lock Bonds of 1870	200,000	7	" " "	1890	....
Consols registered	...	4 1/2	" " "	1901	....	Pennsylvania—(\$23,272,956):					
Consols coupon	...	4 1/2	" " "	1901	....	.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
Consols registered	...	4 1/2	" " "	1901	....	.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" " "	'72-'77	103
Consols coupon	...	4 1/2	" " "	1901	....	.. Loan of Feb. 1867 (5-10s).....	90,400	5	" " "	'77-'82	....
Consols registered	...	4 1/2	" " "	1901	....	.. Loan of Feb. 1867 (10-15s).....	7,890,550	6	" " "	'77-'82	106
Consols coupon	...	4 1/2	" " "	1901	....	.. Loan of Feb. 1867 (15-25s).....	723,950	5	" " "	'82-'92	....
Consols registered	...	4 1/2	" " "	1901	....	.. Loan of Feb. 1867 (15-25s).....	9,271,850	6	" " "	'82-'92	109
Consols coupon	...	4 1/2	" " "	1901	....	.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
Consols registered	...	4 1/2	" " "	1901	....	.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
Consols coupon	...	4 1/2	" " "	1901	....	.. State Stocks (old).....	....	6	" " "	'77-'78	....
Consols registered	...	4 1/2	" " "	1901	....	.. State Stocks (old).....	....	4 1/2	Jan. & July.	1882	....
Consols coupon	...	4 1/2	" " "	1901	....	Rhode Island—(\$2,770,000):					
Consols registered	...	4 1/2	" " "	1901	....	.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99 1/2
Consols coupon	...	4 1/2	" " "	1901	....	.. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
Consols registered	...	4 1/2	" " "	1901	....	.. of June 1863.....	602,000	6	Jan. & July.	1893	....
Consols coupon	...	4 1/2	" " "	1901	....	.. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
Consols registered	...	4 1/2	" " "	1901	....	South Carolina—(\$15,857,327):					
Consols coupon	...	4 1/2	" " "	1901	....	.. State House, Stock and Bonds '63-'66.....	1,233,188	6	Jan. & July.	'71-'90	....
Consols registered	...	4 1/2	" " "	1901	....	.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	25
Consols coupon	...	4 1/2	" " "	1901 Funding Stocks & Bonds '66-'68.....	2,262,714	6	Jan. & July.	'87-'97	22
Consols registered	...	4 1/2	" " "	190							

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AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga.tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7*	" "	" "	1893	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	93½
Albany and Susquehanna:							2d Mortgage sinking fund.....	380,000	7	May & Nov.	" "	1872	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	98½	Buffalo, New York & Phila.:						
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	95	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
3d Mortgage.....	399,000	7	May & Nov.	" "	1881	....	Burlington, Cedar Rapids & Minn.:						
Albany Loan.....	1,000,000	6	" "	Albany.	1895	....	1st Mortgage coin or stg skg f'd.....	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	87½
Alexandria and Fredericksburg:							Burlington and Missouri River:						
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Land and R. R. Mortgage.....	5,058,350	7	April & Oct.	Boston.	1893	96
Allegheny Valley:							Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	" "	1875	....
General Mortgage.....	4,000,000	7.5	March & Sept.	New York.	1896	94½	Stock Bonds pref. 3d lien.....	1,200,000	8	" "	" "	1878	110
Special Mortgage to Penn.....	3,500,000	6	" "	Harrisburg.	....	....	Stock (common) Bonds.....	980,000	8	April & Oct.	" "	1879	....
Androsoggin:							Stock (common) Bonds.....	899,500	8	Jan. & July.	" "	1894	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Stock (common) Bonds.....	1,377,849	8	" "	" "	1889	....
Arkansas Central (narrow gauge):							Burlington & Mo. Riv. in Neb.:						
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	70	1st Mortgage convertible.....	5,587,971	8	Jan. & July.	Boston.	1894	100
Atchison and Nebraska:							Burlington and Southwestern:						
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	....
Atchison, Topeka and Santa Fe:							Cairo and Fulton (Arkansas):						
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	87½	1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	" "	1902	....	Cairo and St. Louis (3 ft. gauge):						
Atlanta and Richmond Air Line:							1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	....	Cairo and Vincennes:						
Atlantic and Great Western:							1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	Camden and Atlantic:						
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	" "	1902	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Camden.	1873	101
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	" "	1902	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	" "	1879	....
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....	Canada, Michigan and Chicago:						
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....	1st Mort. (skg f'd) for \$2,750,000.	.....	7	" "	New York.	....	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....	Canada Southern:						
Atlantic and Lake Erie:							1st Mort. (skg f'd) for \$9,000,000	.....	7*	Jan. & July.	New York.	1906	....
1st Mort. (gold) for \$5,000,000.....	.....	7*	Jan. & July.	New York.	1901	....	Carthage & Burlington (C. B. & Q.):						
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	....
1st Mortgage for \$15,000,000.....	.....	7	Jan. & July.	New York.	1901	....	Catawissa:						
Atlantic and North Carolina:							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,300,000	7	" "	" "	1900	100
Atlantic and Pacific:							Chattel Mortgage.....	208,850	10	" "	" "	'80-'89	....
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota (Ill. C.):						
1st Mortgage (sterling) of 1853...	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (C. F. to Waverly).....	294,000	7	April & Oct.	New York.	1884	82
2d Mortgage (sterling) of 1854...	1,499,956	6*	April & Oct.	" "	1884	....	1st Mort. (W. to Minn. Line)...	1,377,000	7	Jan. & July.	" "	1907	....
3d Mortgage (sterling) of 1871...	712,332	6*	May & Nov.	" "	1891	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, Portland Loan.....	787,000	6	" "	N. Y. & Bost'n.	1871	....	1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	88
Bald Eagle Valley:							1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage.....	371,300	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 3d Div. \$15,000 p. m.	2,382,000	7	May & Nov.	" "	1916	83½
2d Mortgage.....	100,000	7	" "	" "	1884	....	Central Branch Union Pacific:						
Baltimore and Ohio:							1st Mort. (Atch. & Pike's Peak).	1,000,000	6*	May & Nov.	New York.	1895	....
Loan of 1855-'75.....	863,250	6	Jan. & July.	Baltimore.	1875	98	2d Mortgage Govern'mt subsidy.	1,000,000	6	Jan. & July.	" "	1895	....
Loan of 1855-'80.....	679,500	6	" "	" "	1880	96½	Central of Georgia:						
Loan of 1855-'85.....	1,710,500	6	April & Oct.	" "	1885	94	1st Mortgage.....	789,000	7	March & Sept.	New York.	1873	....
Loan of 1855-'90 (Balt.) skg f'd.	3,645,883	6	Jan. & July.	" "	1890	....	Central of Iowa:						
Loan of 1870-'95 (stg.) skg f'd.	3,788,752	6	March & Sept.	London.	1895	....	1st Mortgage, gold, \$15,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100	2d Mortgage, gold, \$4,000 p. m.	812,000	7*	April & Oct.	" "	1901	90½
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	" "	1885	92	Central of New Jersey:						
Baltimore and Potomac:							2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	New Mortgage for \$5,000,000...	4,824,000	7	Feb. & Aug.	" "	1890	104
1st Mortgage (R. R.) gold guar....	3,500,000	6*	April & Oct.	" "	1911	....	Loan of L. & N. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Bangor and Piscataquis:							Central Ohio (B. & O.):						
1st Mortgage (Bangor loan).....	606,000	6	April & Oct.	Bangor.	1899	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	85½
1st Mort. (Bangor loan) extens'n	122,000	7	" "	" "	1901	....	Central Pacific of California:						
Bay City and East Saginaw:							1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	99
1st Mort. guar. by F. & P. M. Co.	190,000	10	Jan. & July.	Detroit.	1886	....	Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
Bedford and Bridgeport:							State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	110
1st Mortgage.....	506,000	8	April & Oct.	Philadelphia.	1891	....	1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
Belfast and Moosehead Lake:							1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (S. Fr. Okld & Ala.)...	1,500,000	8*	" "	San Francisco	1890	....
Belleville and Southern Illinois:							1st Mort. (San Joaquin V. D.) gold	6,940,000	6*	April & Oct.	New York.	1900	....
1st Mort. guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96	Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Beloit and Madison (C. & N. W.):							Charleston and Savannah:						
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	....
Belvidere Delaware:							Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
1st Mortgage (guar. by C. &)	1,000,000	6	June & Dec.	New York.	1877	92	Charlotte, Columbia & Augusta:						
2d Mortgage (A. Co. and)	499,500	6	March & Sept.	Princeton.	1885	82	1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1887	82	Charters:						
Blue Ridge (S. Car.):							1st Mort. guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Cheraw and Darlington:						
Boston and Albany:							1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	105	2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	18	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	\$1,000,000	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,600,000	7	Jan. & July.	" "	1877-87	....
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....	Cinc., Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	83
1st Mortgage, pref. sinking fund.	250,000	7	May & Nov.	New York.	1877	100 1/4	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	104	1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	" "	1877	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1883	94	Cincinnati and Springfield:						
1st Mort. (St.L.J. & C.) assumed	584,000	7	" "	" "	1894	....	1st Mortgage for \$2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
2d Mort. (") " "	188,600	7	Jan. & July.	" "	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$5,000,000	.....	7	" "	New York.	1901	....
Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1883	112 1/2	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage for \$16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99	Clev., Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold..	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,064,000	7	May & Nov.	New York.	1890	100 1/4
Loan of 1872.....	.....	.....	.....	New York.	1902	....	1st Mort. (C., C. and C. R. R.)..	323,000	7	June & Dec.	" "	1871-84	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....	1st Mort. (Bell. and Ind. R.R.)..	616,000	7	Jan. & July.	" "	1870-86	....
1st Mort. (Peo. & Han.) guar.....	600,000	8	" "	" "	1878	....	Clev. & Mahoning (A. & Gt. Wm.):						
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....	1st Mortgage 1883.....	650,000	7	Feb. & Aug.	New York.	1873	....
1st Mort. (Dix. Peo. & Han.) guar.	800,000	8	Jan. & July.	" "	1889	95 1/2	3d Mortgage (sinking fund) 1886	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	" "	1879	....	1st Mort. (Branch) 1883.....	71,000	7	Jan. & July.	" "	1873	....
1st Mort. (Quincy & War.) guar.....	800,000	8	Jan. & July.	" "	1890	100 1/2	Clev., Mt. Vernon and Delaware:						
1st Mort. (O., O. & Fox Rv.) guar.	1,280,000	8	" "	" "	1900	100	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar..	900,000	8	April & Oct.	" "	1890	101	Cleveland and Pittsburg (Pa. Co.):						
Chicago, Cincinnati and Louisv.:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	100
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	87
1st Mort. guar. C., B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80	Consol. sinking fund guar.....	628,000	7	May & Nov.	" "	1900	84
Chicago, Danville and Vincennes:							Colebrookdale:						
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1909	90	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
1st Mortgage (Ind. Div.) gold.....	1,600,000	7*	" "	" "	1912	....	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:							1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	80	Columbus, Chicago & Ind. Cent.:						
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	88
1st Mortgage for \$19,000 p. m...	.....	8	March & Sept.	New York.	1900	....	2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	73
Chicago and Iowa:							Columbus, Springfield and Cin.:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	95	1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Iowa and Nebraska:							Columbus and Hocking Valley:						
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	....	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage (Branch).....	200,000	7	Jan. & July.	" "	1890	....
Chicago and Northwestern:							General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Preferred sinking fund (193 m.)..	1,245,500	7	Feb. & Aug.	New York.	1885	100	Columbus and Xenia:						
Funded coupons (193 m.).....	755,000	7	May & Nov.	" "	1883	97	1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
General 1st Mortgage (193 m.)...	3,588,000	7	Feb. & Aug.	" "	1885	99	Connecticut and Passumpsic Riv.:						
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	86 1/2
Green Bay Ext. (26m & 76,000 a.)	300,000	7	" "	" "	1885	....	Notes payable, conv. at par.....	594,000	6*	Jan. & July.	" "	1876	100
Equipm't (Engs. & Cars \$400,000)	101,000	7	April & Oct.	" "	1874	....	1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	" "	1889	....
1st Mort. (Gal. & Chic. 248 m.)..	1,785,000	7	Feb. & Aug.	" "	1882	102 1/2	Connecticut River:						
2d Mort. (Gal. & Chic. 248 m.)..	948,000	7	May & Nov.	" "	1875	98 1/2	1st Mortgage skg fund.....	250,000	7	March & Sept.	Boston.	1878	....
Miss. Riv. Bridge (").....	200,000	7	Jan. & July.	" "	1884	....	Connecticut Valley:						
Elgin & State Line (").....	135,000	7	" "	" "	1878	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Peninsula 79m. & land)	787,000	7	March & Sept.	" "	1898	....	Connecticut Western:						
Consol. skg fund (C. & N.W. R'y)	2,530,000	7	F. M. A. & N.	" "	1915	91	1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Equipm't (Eng & Cars \$2,750,000)	275,000	10	May & Nov.	" "	1871	....	Connecting (Philadelphia):						
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....	1st Mort. ABCD & \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,224. 87	
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....	Cooperstown and Esq. Valley:						
1st Mort. (Chi. & Mil. R.R.) guar.	309,000	7	May & Nov.	" "	1874	....	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....	Cowanesque Valley:						
3d Mort. (") guar.....	10,500	7	June & Dec.	" "	1898	....	1st Mortgage, gold.....	160,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Chi. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93	Cumberl'd & Penn. (Consol. Coal):						
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....	2d Mortgage, sinking fund.....	709,000	7	March & Sept.	New York.	1891	....
Chicago & Northern Pac. Air-Li.:							Cumberland Valley:						
1st Mort. (skg f'd gold \$25,000pm)	.....	7*	June & Dec.	New York.	1902	....	1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
Chicago & Mich. Lake Shore:							2d Mortgage.....	100,500	8	Jan. & July.	" "	1908	....
1st Mort. of Sept. 1, '89, \$16,000pm	1,350,000	8	May & Nov.	New York.	1889	80	Plain bonds.....	81,800	6	Jan. & July.	" "	1884	....
1st Mort. of Nov. 1, '71, \$16,000pm	.....	8	March & Sept.	" "	1891	....	Danbury and Norwalk:						
Chicago, Omaha and St. Joseph:							1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage for \$8,000,000.....	.....	8	April & Oct.	New York.	1901	....	1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
Chicago and Paducah (C. B. & Q.):							Danv. Hazleton & Wilkesbarre:						
1st Mortgage \$26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....	1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Chl. Pekin & Southw'n (C.B. & Q.)							Davenport and St. Paul:						
1st Mortgage for \$1,000,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....	1st Mort. gold skg f'd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Chicago, Rock Island and Pacific:							Dayton and Michigan (C.H. & D.):						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....	1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	103 1/2	2d Mortgage, guar.....	642,000	7	March & Sept.	" "	1887	....
Chl. & Southw'n (C., R.I. & Pac.)							3d Mortgage, guar.....	700,000	7	April & Oct.	" "	1888	....
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	107	Toledo Depot bonds guar.....	169,500	7	March & Sept.	" "	1891-94	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....	Dayton and Union:						
Chicago & Wisconsin Midland:							1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
1st Mort. g'd skg f'd for \$41,000,000	.....	7*	Jan. & July.	New York.	1902	....	2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
Chicago and Superior:							Income Bonds.....	282,445	6	" "	" "	1879	....
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....	Dayton and Western (Pa. Co.):						
1st M. (Chi. & Sup.) g'd \$5,000,000	.....	7*	Jan. & July.	" "	1902	....	1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
Chillicothe & Brunswick:							1st Mortgage.....	426,000	6	" "	" "	1905	....
1st Mort. guar. by St. L. K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....	Decatur, Sullivan and Mattoon:						
Cincinnati, and Baltimore:							1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91 1/2	Delaware (P. W. & Balt.):						
Cincinnati, Hamilton and Dayton:							1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mort. of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....	1st Mortgage, guar.....	100,000	6	" "	" "	1875	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....	1st Mortgage extension.....	100,000	6	" "	" "	1880	....
3d Mortgage of 1867.....	282,000	8	June & Dec.	" "	1877	....	Delaware State Loan.....	170,000	6	" "	" "	1876	....
Cincinnati and Indianapolis June:							Delaware, Lackaw. & Western:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	New York.	1876	....
2d Mortgage.....	798,000	7	March & Sept.	" "	1893	....	2d Mort. (Del., Lack. & Wtn)...	1,633,000	7	March & Sept.	" "	1881	90
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....	Company B'd (Del. Lack. & W.)..	3,000,000	7	June & Dec.	" "	1892	92 1/2
Cincinnati, Lafayette and Chi.:							Denver Pacific:						
1st Mortgage.....	1,000,000	7	March & Sept.	New York.	1891	....	1st Mortgage gold, land grant...	2,500,000	7	May & Nov.	New York.	1890	....
Cin. & Martinsville (I.C. & La.F.):							Denver & Rio Grande (3 ft. gauge):						
1st Mortgage guaranteed.....	400,000	7											

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AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Bel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	....
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
2d Mortgage.....	300,000	8	Jan. & July.	"	1891	....	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	102 1/2
1st Mortgage (consolidation).....	3,000,000	8	April & Oct.	Boston.	1896	....	2d Mortgage.....	948,000	7	May & Nov.	"	1875	96 1/2
Detroit and Milwaukee:							Elgin and State Line Purchase.....	135,000	6	Jan. & July.	"	1878	....
1st Mortgage, (D. & M.R.'s) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	"	"	1884	....
2d Mortgage (").....	1,000,000	8	"	"	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	....
2d Funded Coup. (").....	375,734	7	"	"	1875	....	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R.R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	"	"	1873	....	2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....
Detr. & Pontiac R.R. bonds.....	250,000	7	"	"	1873	....	Goshen and Deckertown:						
Detr. & Pontiac R.R. bonds.....	250,000	8	Feb. & Aug.	"	1886	....	1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Detroit, Mon. & Tol. (L.Sh. & M.S.):							Grand Rapids & Indiana:						
1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1876	96 1/2	1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
Dubuque and Sioux City:							1st Mort: not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	....	Grand River Valley (Mich. C.):						
Dubuque Southwestern:							1st Mort., assumed by Lessees...	1,500,000	8	Jan. & July.	New York.	1886	....
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....	2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	99
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	....	Grand Trunk (Ca.):						
Dunkirk, Warren and Pittsburg:							Equipment Bonds £500,000.....	2,508,000	6*	April & Oct.	London.	....	....
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....	Equipment Bonds No. 2 £270,500	1,310,000	6*	"	"	....	....
Dutchess and Columbia:							Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Mortgage Jan. 1, 1888.....	1,500,000	7	Jan. & July.	New York.	1908	....	1st Preference Bonds £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
East Alabama and Cincinnati:							2d Preference Bonds £1,685,765.	8,428,325	4*	"	"	....	....
1st Mort. end. \$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....	Provincial Debenture's £3,111,500	15,557,500	.....	.....	Ottawa.	....	....
East Brandywine & Waynesburg:							Great Western of Canada:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
2d Mortgage.....	35,000	8	"	"	1873	....	Common (Company) Bonds.....	1,384,117	4	"	"	'72-'73	....
East Pennsylvania (Ph. & Rdg.):							Common (") Bonds.....	2,993,973	6	May & Nov.	"	'73-'76	....
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	98 1/2	Common (") Bonds.....	2,662,087	5 1/2	April & Oct.	"	'77-'78	....
East Tenn. & Georgia (E.T.V. & G.):							Common (") Bonds.....	4,867	5	"	"	1881	....
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....	Common (") Bonds.....	3,650,000	6	June & Dec.	"	1890	....
East Tenn. & Vir. (E.T.V. & Ga.):							Greenville and Columbia:						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....	1st Mortgage guar. by S. Car.....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
East Tennessee, Virginia & Ga.:							1st Mortgage not guaranteed.....	376,786	7	"	"	'81-'86	....
1st Mort., skz fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	....	Greenwich and Johnsonville:						
Eastern (Mass.):							1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....	Hackensack & New York Ext.:						
Loan of 1864-'74.....	750,600	6	Feb. & Aug.	Boston.	1874	97	1st Mortgage, \$10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	90	Hannibal and Naples (T.W. & W.):						
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	90
Loan of 1866-'88.....	500,000	6	March & Sept.	"	1883	....	2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	92 1/2	Hannibal & Central Missouri:						
Loan of 1872-'82.....	1,500,000	7	.....	"	1882	100 1/2	1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	....
Eastern Shore (Md.):							2d Mortgage.....	250,000	7	Feb. & Aug.	"	1890	....
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	Hannibal and St. Joseph:						
2d Mortgage.....	180,000	6	April & Oct.	"	1886	....	Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Elizabethtown and Paducah:							Missouri State Loan.....	53,000	10	"	"	'87-'88	....
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	Six years Mortgage bonds (222m)	139,300	8	Various.	"	1874	....
Elmira and Williamsport (N. Cen.):							Five years' notes (277 m.).....	3,476,308	8	March & Sept.	"	1885	93 1/2
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	97	Fifteen years' bonds (277 m.).....	500,000	8	Feb. & Aug.	"	1892	....
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	57	1st Mort. (Q. & Palm. R.R. 15 m)	1,200,000	10	Jan. & July.	"	1886	....
Erie Railway:							1st Mort. (K. City & Cam. R.R. 55m)	1,134,100	7	April & Oct.	"	1885	....
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1897	101	General Land Mortgage (277 m.)	5,600	7	Jan. & July.	"	1888	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	97 1/2	General Mortgage conv. (277 m.)	4,000,000	7	Jan. & July.	New York.	1890	....
3d Mortgage.....	6,000,000	7	"	"	1883	96 1/2	Harlem Extension:						
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1880	92	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
5th Mortgage convertible.....	926,500	7	June & Dec.	"	1888	89	Harrisburg & Lancaster:						
Buffalo Branch, 1st mortgage.....	188,400	7	Jan. & July.	"	1891	....	1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	92
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....	Hartford and New Haven:						
Consol. Mort. for \$30,000,000, g'd	3,000,000	7	"	NY & London.	1920	95	1st Mortgage.....	754,000	6	Jan. & July.	Hartford.	1873	....
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....	1st Mort. (R. I. 26.32 m.) skz fund	481,000	7	Jan. & July.	Providence.	1876	....
Erie and Pittsburgh (Penn.):							1st Mort. (Conn. 96.04 m.) skz f.d.	1,574,500	7	"	Hartford.	1876	....
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....	Holly, Wayne & Monroe (F. & P.M.):						
2d Mortgage.....	115,200	7	March & Sept.	"	1890	....	1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	"	1893	....	Holyoke and Westfield:						
Equipment Mortgage.....	600,000	7	April & Oct.	"	1890	....	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
European & N. American (Me.):							Houston:						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899	87	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	....
Evansville and Crawfordsville:							3d Mortgage of 1869.....	100,000	6	April & Oct.	"	1899	....
1st Mortgage (main line) skz fund	1,004,000	7	Jan. & July.	New York.	1889	....	Houston and Texas Central:						
1st Mortgage ".....	150,000	7	March & Sept.	"	1889	....	1st Mortgage L.G. skz fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	"	1891	....	Hudson River (N.Y. Cen. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	102
Evansville, Terre Haute & Chi.:							3d Mortgage.....	180,000	7	May & Nov.	"	1885	....
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....	Hudson Connecting (NY & O Mid):						
Fall River, Warren & Providence:							1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....	Huntingdon and Broad Top Mt.:						
Flint and Pere Marquette:							1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	102 1/2
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....	2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	88
" 2d series (92,748 a.)	221,000	7	Jan. & July.	"	1887	....	3d Mortgage (Consol.).....	1,261,000	7	April & Oct.	"	1895	61
" 3d series (52,091) t.x.f.	2,046,000	8	March & Sept.	"	1888	....	Illinois Central:						
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	"	1888	....	Construction bonds, cur. skz f.d.	3,062,500	7	April & Oct.	New York.	1875	101 1/2
Construction Loan.....	165,000	8	"	"	1876	....	Construction bonds, coin.....	332,000	6*	"	N.Y. & Lond.	1875	....
Florida:							Redemption bonds, currency.....	2,500,000	6*	"	New York.	1890	....
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	New York.	1889	....	Redemption bonds, sterling.....	2,500,000	6*	"	London.	1875	....
Flushing & North Side (L. I.):							Indiana and Illinois Central:						
1st Mortgage.....	1,025,000	7	May & Nov.	N.Y. & Lond.	1900	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Fonds, Johnston & Gloversville:							Indiana North and South:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage for \$22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Fort Scott, Humboldt & Western:							Indianapolis, Blooming. & West:						
1st Mortgage \$20,000 p. m.....	.....	8	Jan. & July.	New York.	1891	....	1st Mortgage gold.....	5,000,000	7	April & Oct.	New York.	1909	....
Fort Wayne, Jackson & Sug.:							2d Mortgage.....	1,500,000	8	Jan. & July.	"	1809	....
1st Mortgage traffic guarantee.....	1,500,000	8	Jan. & July.	New York.	1889	....	Indianapolis & Vincennes:						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1891	1st Mortgage guar. by Pa. Co...	1,700,000	7	Feb. & Aug.	New York.	1908
Fort Wayne, Muncie & Cin.:							2d Mortgage guar. by Pa. Co...						

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1888	\$1,599,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1889.....	\$1,800,000	7	April & Oct.	New York.	1879	101
1st Mortgage (I. C. & L.F.) of 1887	2,770,000	7	Feb. & Aug.	"	1897	....	Consol. registered July 1, 1870....	3,699,000	7	J. A. J. & O.	"	1890	99
1st Mortgage (" ") of 1889	1,566,000	7	June & Dec.	"	1899	....	Consol. coupon July 1, 1870....	1,334,000	7	Jan. & July.	"	1890	100
Indianapolis and St. Louis:							Dividend (Lake Shore) Ap. 1, '89	1,500,000	7	April & Oct.	"	1890	98
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1916	....	Sunbury July 1, 1884.....	500,000	7	Jan. & July.	"	1874	....
1st Mortgage.....	2,000,000	7	March & Sept.	"	1916	....	Reg. Jan. 1, 1884 C.P. & R.R.	1,000,000	7	"	"	1880	99
2d Mortgage.....	1,000,000	7	April & Oct.	"	1900	....	3d Mort. Oct. 1, '81	1,000,000	7	April & Oct.	"	1892	94
Equipment Mortgage.....	500,000	8	Jan. & July.	"	1881	....	1st Mort. (June R.R.) Dec. 1, 1882	115,000	7	June & Dec.	"	1872	....
Iowa Eastern:							Skf Fund July 1, 1885 C. & Tol.	2,014,000	7	Jan. & July.	"	1885	103
1st Mortgage gold.....	14,000pm	7	Feb. & Aug.	New York.	1902	....	Mort. April 1, 1888	864,000	7	April & Oct.	"	1886	98
Iowa Falls & Sioux City (J.L.Cen.)	2,960,000	7	April & Oct.	New York.	1917	....	1st Mort. May 1, 1885 M.S. & N.I.	5,256,000	7	May & Nov.	"	1885	101
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	....	2d Mort. Oct. 31, 1887	2,696,000	7	"	"	1877	97
Iowa Midland (C. & N.W.)	.....	8	Feb. & Aug.	New York.	1900	105	Mort. Nov. 1, 1888	100,000	7	May & Nov.	"	1873	....
1st Mort., \$16,000 guar.....	.....	8	Feb. & Aug.	New York.	1900	105	Mort. July 1, 1882 Buff. & Erie.	200,000	7	Jan. & July.	"	1882	98
Ironton (Penna.):							Mort. Sept. 1, 1888	300,000	7	March & Sept.	"	1888	....
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	Mort. April 1, 1888	3,000,000	7	April & Oct.	"	1898	95
Ithaca and Athens:							1st Mort. Aug. 1, 1886 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	90
1st Mortgage gold, skg fund....	600,000	7	Jan. & July.	New York.	1890	101	1st Mort. Sept. 1, 1889 (K. & W.P.)	400,000	7	Jan. & July.	"	1870	....
Jackson, Lansing & Saginaw (MC):							1st Mort. Oct. 1, 1887 (Sch. & Th.R.)	100,000	8	"	"	1887	....
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1888	108	1st Mort. Oct. 1, 1887 (Kal. & Sch.)	100,000	8	"	"	1887	....
2d Mortgage.....	500,000	8	March & Sept.	"	1888	....	1st M. July 1, '88 (Kal. & Gr.R.)	840,000	8	"	"	1888	....
1st Mortgage, Northern Ext.....	940,000	8	May & Nov.	"	1890	....	1st Mort. July 1, 1883 (J. & Frank.)	500,000	7	"	"	var	....
Jacksonville, Pensac. and Mobile:							2d Mort. Jun. 1, 1889	500,000	7	June & Dec.	"	1894	....
1st Mort. Florida State Loan g'd	400,000	8	Jan. & July.	New York.	1900	....	Lawrence (P. Ft. W. & Chi.):						
Jamestown & Frank. (L.S. & M.S.):							1st Mortgage guaranteed.....	600,000	7	April & Oct.	Philadelphia.	1896	....
2d Mortgage guaranteed.....	406,000	7	Jan. & July.	New York.	1897	....	Leavenworth, Lawr. & N. West'n:						
2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....	1st Mort. guar. by Pac. of Mo.:	355,000	7	Feb. & Aug.	New York.	1899	....
Jefferson (Erie):							Leaven., Lawrence & Galveston:						
1st Mort. (Hawley Section).....	208,000	7	Jan. & July.	New York.	1887	....	1st Mort. skg fund conv., gold..	5,000,000	10	Jan. & July.	N. Y. & Bos.	1899	83
2d Mort. (").....	94,000	7	"	"	1889	....	Lehigh and Lackawanna:						
1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	....	1st Mortgage (old loan).....	902,000	6	May & Nov.	Philadelphia.	1873	101
2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....	1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	94
1st Mortgage (Ind. & Mad. guar.)	397,000	7	May & Nov.	"	1882	....	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	"	1910	103
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	"	1873	....	Lexington & St. Louis (P. of Mo.):						
Joliet and Chicago (C. & Alton):							1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1882	....	Little Miami:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Street Connection Bonds.....	500,000	6	Jan. & July.	"	1894	....
Junction (Cin. & Indianapolis):							Little Rock and Fort Smith:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	1st Mortgage gold.....	3,000,000	6	Jan. & July.	N. Y. & Bos.	1900	....
2d Mortgage.....	795,000	7	March & Sept.	"	1893	....	Land Grant sinking fund.....	5,000,000	7	April & Oct.	"	1900	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	"	1884	....	Little Schuylkill (Phila. & Rdg.):						
Junction, Philadelphia:							1st Mortgage, guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	99
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Logansport, Crawf. & S'wain Ind.:						
2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	....	1st Mortgage gold.....	1,500,000	8	F.M. & A. N.	New York.	1900	....
Junction and Breakwater:							Long Br. and Sea Shore (N.J. So.):						
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1889	....
Kalamazoo, Allegan & Gr. Rapids:							Long Dock (Erie):						
1st Mort. assumed by L.S. & M.S.:	840,000	8	Jan. & July.	New York.	1888	....	1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	92
Kalamazoo and Schoolcraft:							Long Island:						
1st Mort. assumed by L.S. & M.S.:	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	91
Kalamazoo & S. Haven (M.Cen.):							1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890	....
1st Mortgage guar. by lessees....	640,000	8	May & Nov.	Boston.	1889	100	1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
Kalamazoo & White Pigeon:							General Mortgage.....	775,000	7	"	"	1899	....
1st Mort. assumed by L.S. & M.S.:	400,000	7	Jan. & July.	New York.	1890	....	Louisville & Miss. Riv. (Ch. & Al):						
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bos.	1888	....	Louisville, Cin. and Lexington:						
2d Mort. (").....	150,000	10	"	"	1878	....	1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
1st Mort. (St. Jo. & CB, 78 m.) ev. t. fr.	1,400,000	10	March & Sept.	"	1892	....	2d Mortgage for \$1,000,000.....	345,000	8	April & Oct.	"	1900	....
2d Mort. (").....	539,500	8	June & Dec.	"	1874	....	Louisville and Nashville:						
1st Mort. (Mo. Valley 130 m.) gld	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	1873-76	91
1st Mort. (") gld	1,000,000	7	"	"	1893	....	1st Mortgage (Memph. Br. 46.37 m.)	139,000	7	May & Nov.	"	1872-75	....
Consolidated Mort. (260 m.) conv.	687,000	8	March & Sept.	"	1892	....	1st Mort. (Leb. Br. Ext. 73.2 m.)	88,000	7	"	"	1880-85	....
Kansas City & Santa Fe (L.L. & J.):							Consol. M. for \$8,000,000 (392 m.)	6,647,000	7	April & Oct.	"	1896	93
1st Mortgage guar. by Lessees....	2,000,000	10	May & Nov.	Boston.	1900	....	Louisv., N. Al. & St. Lo. Air-Line						
Kansas Pacific:							1st Mortgage gold, \$25,000 p. m..	2,875,000	7	"	New York.	1901	....
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6	Feb. & Aug.	N.Y. & St. Lo.	1895	85	Macon and Augusta:						
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6	June & Dec.	"	1896	85	1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	1888-91	....
1st M. (3d Div. 244.86 m. & 3.0, 0,000a)	6,500,000	7	May & Nov.	N. Y. & Lond.	1899	102	1st Mortgage not guaranteed.....	100,000	7	"	"	1890	....
1st Mortgage (1,000,000 acres)...	215,000	7	March & Sept.	N. Y. & St. Lo.	1878	....	Macon and Brunswick:						
1st Mortgage (2,000,000 acres) gld	1,389,000	7	May & Nov.	N. Y. & Lond.	1880	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. (Leavenworth Branch)	1,900,000	7	Jan. & July.	N. Y. & St. Lo.	1896	85	1st Mort. ".....	600,000	7	May & Nov.	"	1900	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	"	U. S. Treas.	195-97	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1883	....
3d Mortgage (Income).....	4,275,359	7	March & Sept.	"	1916	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
Keokuk County (Del.):							Macon and Western:						
1st Mortgage for \$900,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	85	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	.....	1880	....
Kentucky Central:							Maine Central:						
1st Mortgage (Cov. & Lex.) 1882.	123,000	7	March & Sept.	New York.	1872	....	Consolidated Mort. for \$7,500,000	3,000,000	7	April & Oct.	Boston.	1912	100
2d Mortgage (") 18 3.	844,000	7	"	"	1883	....	\$1,100,000 Loan, tax free.....	746,300	7	Jan. & July.	"	1896	....
3d Mortgage (Kent. Cen.) 1885.	237,000	7	June & Dec.	"	1885	....	Bangor (P. & K.) Loan.....	514,000	6	April & Oct.	"	1875	....
Keokuk, Iowa C. & Minn. (T.W. & W.):							Extension (gold) Loan.....	491,000	6	"	"	1 00	....
1st Mort. gold conv. traffic guar.	20,000pm	7	Jan. & July.	New York.	1892	....	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Feb. & Aug.	"	1900-91	....
Keokuk and St. Paul (C.B. & Q.):							1st Mortgage (Ken. & P.).....	217,300	6	April & Oct.	Augusta.	1885	....
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	....	Consolidated (P. & K.) Loan.....	1,149,300	6	"	Boston.	1895	....
Lackawanna & Bloomsb (D.L. & W.):							1st Mortgage (S. & K.).....	300,000	6	"	"	1874	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	2d Mortgage (").....	260,000	6	"	"	1876	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	"	1885	....	1st Mortgage (L. & F.).....	336,000	6	Jan. & July.	"	1901	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	Bath (Androscooggin) Loan.....	425,000	6	"	"	1891	....
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	1890	....	Mansfield & Framing. (B.C. & F.):						
Income Mortgage.....	250,000	7	Jan. & July.	"	1881	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	89
La Crosse, Trempealeau & Prescott:							Marietta and Cincinnati:						
1st Mort. assumed by C. & N.W.	1,000,000	10	"	New York.	1877	....	1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
Laf. Blooming. & Miss. (T.W. & W.):							1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	100
1st Mortgage gold guar.....	1,300,000	7	Feb. & Aug.	New York.	1891	85	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	80
Laf. Muncie & Bloom. (T.W. & W.):													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Interest Payable.				Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.				Due.	Price.
		When.	Where.								When.	Where.				
Maryland and Delaware:								Nashville and Chattanooga:								
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1886	....		1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....	
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....		Nashville and Decatur (L. & N. S.)								
Massillon & Cleve. (C. M. V. & D.)								1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....	
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....		2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....	
Mayville and Lexington:								Naugatuck:								
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....		1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....	
Memphis and Charleston:								Newark & New York (Cen. N. J.)								
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....		1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....		Newark, Somerset & Straitville:								
Memphis and Little Rock:								1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....	
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....		New Brunswick and Canada:								
Michigan Air Line:								1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....	
1st Mortgage (E. Div.) \$15,000 p.m.		8	Jan. & July.	Boston.	1890	....		Newburg & New York (Erie):								
Michigan Central:								1st Mortgage for \$600,000.....		7	Jan. & July.	New York.	1889	....	
1st Mortgage, convertible.....	558,000	8	April & Oct.	New York.	1882	....		New H. Middel'n & Willman:								
1st Mortgage, sinking fund conv.	2,208,500	8	"	"	1882	114		1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....	
Trust Mortgage for \$10,000,000..	4,500,000	7	May & Nov.	"	1902			New Haven & Northampton:								
1st Mort. (M. Air L. W. D.) ass'd	1,900,000	8	Jan. & July.	"	1890	108		1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1889	....	
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886			Convertible.....	400,000	6	April & Oct.	"	1880	....	
2d Mort. (") guar.	500,000	8	March & Sept.	"	1879	99		Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....	
1st Mort. (Kal. & So. Hav.) i. f. guar	640,000	8	May & Nov.	"	1889			New Jersey See United Compan'a								
2d Mort. (") guar..	70,000	8	"	"	1889			New Jersey Midland (N.Y. & O.M.)								
Michigan Lake Shore:								1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....	
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....		2d Mortgage currency.....	1,500,000	7	"	"	1881	....	
Middletown, Unionv. & W. Gap (E.)								New Jersey Southern:								
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....		1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	74		
Midland of Canada:								1st Mortgage (Tom's Riv. Br.)..	120,000	7	March & Sept.	"	1888	....	
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1890	....		Income Mortgage.....	750,000	7	April & Oct.	"	1881	....	
Midland Pacific:								New Jersey West Line:								
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....		1st Mort. gold, for \$3,000,000....		7*	May & Nov.	New York.	1900	....	
Milwaukee and St. Paul:								New London Northern (Vt. Cen.):								
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	93		1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....	
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	84		1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....	
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	"	1874			N. Orleans, Jackson & Gt. North:								
1st Mort. (Iowa and Minn.).....	8,793,000	7	Jan. & July.	"	1897	59		1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....	
1st Mortgage (Minn. Cent.).....	207,000	7	"	"	1870	90		2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....	
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	59		Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....	
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1888	104		N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....	
2d Mortgage (P. du Chien).....	1,315,000	7.5	"	"	1888	93		New Orleans, Mobile and Texas:								
Milwaukee City Loan.....	283,000	7	March & Sept.	"	1873			1st M. (N. O. T. 227 m) skg fd....	2,825,000	8	Jan. & July.	New York.	1915	....	
1st Mort. (Milw. & Wtn.).....	234,030	7	Jan. & July.	"	1891			1st M. (") gold skg fd.....	2,825,000	8	"	N. Y. or Lond.	1915	....	
Real Estate Purchase.....	148,500	7	"	"	....			2d Mortgage, endorsed by La....				New York.	1915	....	
M. W. Manitowoc & Green Bay:								New York and Boston:								
1st Mortgage for \$2,500,000.....		7	"	"	1891	....		1st Mortgage gold, for \$3,000,000		7*	May & Nov.	N. Y. & N. O.	1889	....	
Milwaukee and Northern:								New York Central & Hudson R.:								
1st Mortgage for \$13,000 p.m.....		8	June & Dec.	New York.	1890	....		Debt Certif. (N. Y. Central)....	5,938,626	6	May & Nov.	New York.	1883	92		
Mineral Point:								Bonds for debts ass'd (N. Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	100		
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....		Bonds for B. & N. S. t. (")	76,000	6	May & Nov.	"	1883	....	
Minneapolis & Duluth (L. S. & M.)								Bonds for R. R. stocks (")	592,000	6	"	"	1883	87		
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....		Bonds for real estate (")	162,000	6	"	"	1883	87		
Minneapolis & St. L. (L. Sup. & M.)								Bonds of 1864 renewed (")	2,900,000	6	June & Dec.	"	1887	89		
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....		1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....	
Minnesota and North Western:								2d Mort. (") S. F.	1,894,000	7	June & Dec.	"	1885	....	
1st Mort. gold, skg fd & tax free	20,000 p.m	7*	Jan. & July.	New York.	1895	....		3d Mort. (")	180,000	7	May & Nov.	"	1875	....	
Mississippi Central:								Bonds of '71, tax free (N.Y.C. & H.)	1,950,000	7	April & Oct.	"	1891	....	
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1879-71	....		Consol. Mort. for \$40,000,000..		7	"	"	1902	....	
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....		New York and Harlem:								
General Mort. for \$8,000,000 gold		7*	May & Nov.	"	1912	....		1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	100		
Mississippi, Ouachita & Red Riv:								Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	....	
1st Mortgage gold.....	1,860,000	7*	"	"	....			Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....	
1st Mort. Land Grant gold.....	1,000,000	7*	"	"	....			Bonds of 1853, unsecured.....	104,000	7	"	"	1873	....	
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....		N. York, Housatonic & Northern:								
Mississippi and Tennessee:								1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....	
1st Mortgage of April 1, 1866.....	600,000	7	April & Oct.	"	1876	....		New York and New Haven:								
Consolidated Mort. Sept. of 1868.	1,181,600	8	Jan. & July.	"	1871-98	....		1st Mortgage.....	1,069,500	7	April & Oct.	New York.	1875	....	
Mississippi Valley and Western:								New York & Oswego Midland:								
1st Mortgage \$20,000 p. m.		8	April & Oct.	New York.	1902	....		1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....	
Missouri, Iowa and Nebraska:								2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	85		
1st Mortgage gold, sinking fund.		7*	Jan. & Dec.	"	1910	....		2d Mortgage non-convertible..	1,500,000	7	"	"	1898	....	
Missouri, Kansas and Texas:								New York, Providence & Boston:								
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....		1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1873-78	....	
1st Mort. (Tebbo & Neesho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....		Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....	
Consol. Land Grant, skg fd gold	7,933,000	7*	Feb. & Aug.	"	1904	....		Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....	
Missouri River, Ft. Scott & Gulf:								General Mort. for \$1,000,000...	732,000	7	"	"	1899	....	
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83		N. York, West Shore & Chicago:								
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	74			1st Mortgage gold, \$35,000 p. m.		7*	April & Oct.	New York.	1902	....	
Mobile and Girard:								Niles and New Lisbon:								
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....		1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	
2d Mortgage.....	300,000	7	"	"	1889	....		Norfolk County (B. H. & Erie):								
Mobile and Montgomery:								1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....	
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....		Norfolk & Petersburg (A. M. & O.):								
Mobile and Ohio:								1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....	
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....		1st Mortgage.....	157,000	7	"	"	1877	....	
Interest bonds.....	804,400	8	"	"	1877	....		2d Mortgage.....	458,000	8	"	Norfolk.	1893	....	
Interest (sterling) bonds.....	371,800	8	"	"	1883	....		North Eastern (B. Car.):								
2d Mort. (Income Liquidation)...	945,121	6*	March	Mobile.	1877	....		1st Mortgage of Sept. 1, 1869....	520,000	7	March & Sept.	Charleston.	1899	....	
Montclair (N. Y. & O. Mid.)								2d Mortgage of Sept. 1, 1869....	322,000	7	"	"	1899	....	
1st Mortgage gold, guar.....	1,200,000	7*	March & Sept.	New York.	....			North Pennsylvania:								
2d Mortgage.....	400,000	7	"	"	....			1st Mortgage.....	2,225,000	6	Jan. & July.	Philadelphia.	1885	99		
Income Mortgage.....	700,000	7	"	"	....			2d Mortgage.....	1,355,500	7	May & Nov.	"	1896	95		
Montgomery and Bufala:								Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	110		
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....		North Shore (L. I.):								
1st Mortgage not endorsed	300,000	8	June & Dec.	"	1900	....		1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....	
Monticello:								Northern Central:								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	82½
Norwich & Worcester (B.H. & L.):							Perth Amboy & Woodbr. (C.&A.):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	.....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	.....
Plain bonds.....	200,000	.....	"	"	1874	.....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	.....	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	70-'88	.....
Nyack and Northern:							Philadelphia and Baltimore Cent.:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	.....	1st Mortgage (Penn. Div. 2d m.)	800,000	7	Jan. & July.	Philadelphia.	1879	.....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 2d m.)	300,000	6	April & Oct.	"	1891	.....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	.....	2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	.....
Equipment Mortgage.....	200,000	8	"	"	1879	100½	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	.....	Loan of 1888.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	81½
Ohio and Mississippi:							Loan of 1870, convertible.....	2,520,000	7	"	"	1890	.....
1st Mortgage (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	.....	Mortgage Loan of 1887, conv.	113,000	6	"	"	1886	.....
1st Mortgage (W. Div.).....	850,000	7	"	"	1872	.....	Mort. Loans of 1848-44-48 & 49.	1,521,000	6	"	"	1880	65
2d Mortgage (W. Div.).....	534,000	7	"	"	1874	84	Mortgage Loan of 1888.....	2,700,000	7	April & Oct.	"	1893	103
Income Mort. (W. Div.).....	221,500	7	April & Oct.	"	1882	.....	Mortgage Loan of 1893 stg.	182,400	5½	Jan. & July.	London.	1880	.....
Consolidated Mort.	2,761,000	7	Jan. & July.	"	1898	94½	Mortgage Loan of 1843 stg.	976,800	6½	"	"	1880	.....
Consolidated Mort. (sterling) ..	101,850	7½	"	London.	1898	.....	Mortgage Loan of 1886 stg.	110,400	7½	"	"	1872	.....
Old Creek and Allegheny River:							Mortgage Loan of 1886 stg.	177,600	7½	"	"	74-'77	.....
1st Mortgage (O. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Consolidated Dollar coupon...	5,500,000	7	June & Dec.	Philadelphia.	1911	100½
1st Mortgage (War. & Fkin.)...	590,000	7	April & Oct.	"	1882	85½	Dollar registered	1,462,000	7	"	"	1911	102
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	75	Gold or stg. coup.	4,000,000	6½	"	Phil. or Lond.	1911	.....
Old Colony and Newport:							Gold or stg. reg.	624,000	6½	"	"	1911	.....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	94½	Dollar coupon...	376,000	6	"	Philadelphia.	1911	.....
Plain Bonds.....	485,000	6	April & Oct.	"	1875	.....	Philadelphia, Wilmington & Balt.:						
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	100½	Mortgage Loan, convertible....	345,600	6	Jan. & July.	Philadelphia.	1884	109
Omaha and Northwestern:							Loan of 1868.....	400,000	6	April & Oct.	"	1876	95
1st M. land grant, gold \$16,000pm	.....	7.3	Jan. & July.	New York.	1901	.....	Loan of 1867.....	1,000,000	6	"	"	1887	.....
Omaha and Southwestern:							Pickering Valley (Phila. & Rdg):						
1st Mortgage \$20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87½	1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	.....
Orange, Alexandria & Manassas:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	81
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	86½	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	.....
3d Mort. " " "	598,000	8	May & Nov.	Richmond.	1873	93½	1st Mort. (Ct. & Newk 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	.....
4th Mort. " " "	574,000	8	March & Sept.	Alexandria.	1880	83	Pittsburg & Connellsville:						
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81½	1st Mortgage of 1888, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	96½
Orange and Newark:							2d Mort. (Balt. Loan) of 1886...	1,000,000	6	"	"	1886	.....
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	.....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	.....
Ozage Valley & Southern Kansas:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	.....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	104
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	.....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	.....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	.....
Oswego and Rome (R.W. & O.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	.....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	.....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	.....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	.....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	.....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	99
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	.....	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	.....
Ottawa, Oswego & Fox River:							2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	.....
1st Mortgage guar. by (C.B. & Q.)	1,200,000	8	Jan. & July.	Boston.	1900	100	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	.....
Owensboro' and Russellville.							2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	.....
1st Mortgage for \$1,500,000....	.....	8	Feb. & Aug.	New York.	1887	.....	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	.....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series M).....	860,000	7	April & Oct.	"	1912	98½
1st Mortgage gold.....	7,000,000	6½	Feb. & Aug.	New York.	1888	87½	3d Mortgage.....	2,000,000	7	Jan. & July.	"	1912	.....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	83	Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	1876	.....
Income Bonds.....	1,500,000	7	"	"	1892	.....	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	.....
St. Louis County Bonds.....	700,900	7	Monthly.	St. Louis.	1885	.....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	.....
1st Mort. (Lex. & St. Louis) gold	1,000,000	6½	Jan. & July.	New York.	1887	.....	Plymouth, Kankakee & Pacific:						
1st Mortgage (Lea. Atch & Nev.)	500,000	7	April & Oct.	"	1889	.....	1st Mortgage for \$3,000,000....	.....	7	Jan. & July.	.....	1901	.....
Paducah and Memphis:							Port Huron & Lake Michigan:						
1st Mortgage gold for \$2,505,000.	1,071,000	7½	Feb. & Aug.	New York.	1892	.....	1st Mortgage gold, for \$1,800,000	.....	7½	May & Nov.	New York.	1889	.....
Panama:							Portland & Ogdensburg (Me. & N.H.):						
1st Mortgage, stg £19,350.....	93,847	7½	April & Oct.	London.	1875	.....	1st Mort. (Maine Section) gold..	800,000	6½	Jan. & July.	Boston.	1900	.....
General Mortgage, stg £597,800.	3,869,330	7½	"	"	1897	.....	Consol. Mort. gold, for \$3,300,000	.....	6½	May & Nov.	"	1901	.....
Paris and Decatur:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold.....	1,200,000	7½	Jan. & July.	New York.	1901	.....	1st Mortgage gold, for \$2,300,000	.....	6½	May & Nov.	Boston.	1891	.....
Paterson and Newark (Erie):							Portland and Oxford Central:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	.....	1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	.....
Pekin, Linc. & Decatur (T.W. & W.):							Portland and Rochester:						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	85	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	.....
Pemberton & Hights. (UC of N.J.):							1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	.....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	.....	2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	.....
Pemberton & N. York (N.J.S.):							Port Royal (S. C.):						
1st Mortgage, guaranteed.....	500,000	7	.....	New York.	.....	.....	1st Mortgage gold, skg fd.....	1,500,000	7½	May & Nov.	N. Y. & Lond.	1889	.....
Peninsular Railway:							1st Mort. gold, guar. by Ga. Co.	1,000,000	7½	"	"	1889	.....
1st Mortgage gold (S.F.) 1st series	1,800,000	7½	May & Nov.	N.Y. & Lond.	1899	.....	Poughkeepsie and Eastern:						
1st Mortgage gold (S.F.) 2d series	979,000	7½	"	"	1900	.....	1st Mort. gold, conv. & tax free..	800,000	7½	Jan. & July.	New York.	1910	.....
Pennsylvania:							Providence and Worcester:						
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	101	1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	.....
2d Mortgage (" ").....	2,594,000	6	April & Oct.	"	1875	97	Quincy, Alton and St. Louis:						
2d Mortgage (" ") stg.....	2,282,240	6½	"	London.	1875	.....	1st Mortgage gold.....	850,000	7½	May & Nov.	Philadelphia.	1882	.....
General Mortgage (coup. & reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	96½	Quincy and Toledo (T. W. & W.):						
State lien for \$17,500,000, skg fd	5,758,905	5	April & Oct.	Harrisburg.	72-'90	.....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	96
Pennsylvania Coal:							Quincy & Warsaw (C. B. & Q.):						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	.....	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	100½
Pennsylvania and Delaware:							Reading and Columbia (P. & R.):						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	.....	1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	.....
Income Mortgage.....	3,000,000	7	March & Sept.	"	1891	.....	2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	.....
Pennsylvania & New York (L.V.):							Rensselaer and Saratoga:						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	96	1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	.....
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	.....	2d Mortgage.....	300,000	7	"	"	1880	.....
Peoria & Bureau Val (C.R.I. & P.):							3d Mortgage.....	150,000	7	"	"	1887	.....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	.....	1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	.....
Peoria & Hannibal (C. B. & Q.):							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	.....
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	.....	1st Mortgage (Glenn's Falls)...	125,000	7	Jan. & July.	"	1894	.....
Peoria, Pekin and Jacksonville:							Richmond and Danville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	.....	Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	.....	.....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	"	1900	.....	Virginia State guar. bonds.....	157,800	6	"	"	1875	.....
Peoria and Rock Island:							Consolidated Mortgage.....	1,722,000	6	May & Nov.	New York.	75-'90	75
1st Mort. gold, conv. & tax free.	1,500,000	7½	Feb. & Aug.	N.Y. & Lond.	1900	.....	Rich., Fredericksburg & Potomac:						
Philadelphia and Erie (Penn.):							Sterling Loan.....	87,777	6½	Jan. & July.	London.	1875	.....
1st Mortgage (Sunb. & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101	Dollar Loan						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							St. Louis and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	"	"	"	South Carolina:						
Consolidated Mort. Skg Fund...	824,500	7	"	"	"	"	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	66	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	"	88	Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,250	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. (").....	17,500	6	"	"	1879	....	1st M. endor. by State \$16,000pm	.....	8	.....	.....	.....	....
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1876	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	102	2d Mort. " " " "	200,000	7	"	"	1889	....
1st M. (W. D.) land grant, g'd tax fr	15,000pm	8*	"	"	1900	97 1/2	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg fd.	1,100,000	7	Jan. & July.	New York.	1894	100 1/2	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg fd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	90	1st Mort. endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	80	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1887.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	96 1/2	South Side, Va. (A. M. & O.):						
St. Louis, Jackson & Chicago (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 16, 1884 guar.	2,929,000	7	April & Oct.	New York.	1894	91	2d preferred bonds.....	617,000	6	"	"	'84-'90	73
2d Mortgage May 1, 1888 guar.	548,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	448,500	6	"	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	92 1/2	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed....	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg fd, con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	.....	.....	.....	....
St. Louis, Van. & T. H. (T. H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,599,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage, (A.) guaranteed....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7	"	"	1880	....
2d Mortgage (B.) convertible....	1,600,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscoogee) conv...	300,000	7	"	"	'72-'76	....
1st M. land gr. gold skg fd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,900	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed....	198,370	7	"	"	1879	....
1st Mort. (St. Paul to Wah.) 70 m.	700,000	7	Jan. & July.	"	1882	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lands)...	2,020,000	7*	Jan. & July.	"	....	....	2d Mortgage gold, tax free.....	1,000,000	7*	"	"	1900	....
General Mort. (R. R. & L's) stg.	1,000,000	7*	"	London.	....	....	Springfield and Northwestern:						
1st M. (W. Line) R. R. & Lands...	6,000,000	7	"	New York.	....	....	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands...	3,000,000	7	"	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1888	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	"	1890	....	1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.:							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Enlem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Sullivan and Erie:						
Halem and Lowell (R. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	225,900	6	Feb. & Aug.	Boston.	1878	....	Summit Branch:						
1st Mortgage guaranteed.....	2,625,000	7	Jan. & July.	New York.	1909	....	1st Mortgage.....	171,000	6	Jan. & July.	Philadelphia.	1875	90 1/2
San Fran., Oakland & Alameda:							Sunbury and Lewiston:						
1st Mortgage gold.....	1,500,000	6*	Jan. & July.	New York.	....	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	82
Eastoga & Whitehall (R. & S.):							Superior and St. Croix:						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	1st Mortgage, \$16,000 p. m.....	.....	8	.....	.....	....	....
Savannah and Charleston:							Superior and Northwestern:						
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	1st Mortgage, \$16,000.....	.....	8	.....	.....	....	....
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	Suspens. Brid. & Erie June (Erie):						
Funded Interest bonds.....	157,400	7	"	"	1889	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Savannah, Griffin & North Ala.:							Sussex (N. J.):						
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Savannah and Memphis:							Swedesboro (W. Jer.):						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Schenectady & Susq. (D. & H. Can.):							Syracuse, Bing. & N. Y. (D. L. & W.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Seaboard and Roanoke:							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....	Syracuse and Chenango Valley:						
Scima and Gulf:							1st Mort. gold, for \$500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
1st M. (guar. by Ala.) \$16,000pm.	.....	8*	April & Oct.	New York.	1890	....	Teb and Neosho (M. K. C. & T.):						
Scima, Marion and Memphis:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st M. gold gr. by Ala. \$16,000pm.	.....	8*	March & Sept.	New York.	1889	....	Terre Haute & Indianapolis:						
Scima, Rome and Dalton:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	Tioga:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Equipment Mortgage.....	230,000	10	"	"	1881	....	Polledo, Peoria and Warsaw:						
Shamokin Valley & Pottav. (N. C.):							1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	94 1/2
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	1st Mortgage (W. Div.) 117 m...	1,500,000	7	Feb. & Aug.	"	1896	....
Shenandoah and Fond du Lac:							2d Mortgage (W. Div.) 117 m...	1,500,000	7	April & Oct.	"	1886	80
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Equipment Mort. sinking fund...	94,000	8	Jan. & July.	"	1879	....
1st Mortgage extension.....	694,000	8	April & Oct.	"	1886	....	Consol. Mort. 227 m. \$6,500,000.	1,405,000	7	May & Nov.	"	1910	....
Shenandoah and Allegheny:							1st Mortgage (Burl. Br.) 19 m...	250,000	7	June & Dec.	"	1910	67 1/2
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1880	....	Tom's River & Watert. (N. J. So.):						
Shenandoah Valley (Ch.):							1st Mortgage guaranteed.....	80,500	7	.....	New York.	1888	....
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	Troy & Bennington (T. &):						
Shore Line (N. Y. & N. H.):							1st Mortgage skg fund, nar....	100,800	7	Jan. & July.	Troy.	1878	....
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	Troy and Boston:						
Sioux City and St. Paul:							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	2d Mortgage.....	300,000	7	April & Oct.	"	1886	....
Land Grant Mortgage gold.....	600,000	7*	Jan. & July.	"	....	....	3d Mortgage.....	660,000	7	May & Nov.	"	1875	....
							Convertible Bonds.....	648,000	7	"	"	1882	....

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:													
1st Mort. (Tol. & Ill. 75 m.)	\$900,000	7	Feb. & Aug.	New York.	1890	98 1/2	Western Maryland:						
1st M.L.Erie, W. & St. L. 167 m.)	2,500,000	7	" " "	" " "	1890	"	1st Mortgage	\$400,000	6	Jan. & July.	Baltimore.	1890	82
1st Mort. (Gt. W.R.R. W.D. 100m)	4,000	10	April & Oct.	" " "	1888	"	1st Mort. endor. by Balt.	200,000	6	" " "	"	1890	97
1st M. (Gt. W.R.R. of '69, 181m)	2,500,000	7	Feb. & Aug.	" " "	1885	95 1/2	2d Mort.	300,000	6	" " "	"	1890	97
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	" " "	1890	90	2d Mort. endor. by Wash. Co.	300,000	6	" " "	"	1890	84
1st Mort. (Ill. & So. Iowa 42 m.)	500,000	7	Feb. & Aug.	" " "	1882	"	2d Mortgage preferred	600,000	6	" " "	"	1895	83
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" " "	1878	"	3d Mortgage endor. by Balt.	875,000	6	" " "	"	1900	97 1/2
2d Mort. (W. & Wt. 167 m.)	2,500,000	7	" " "	" " "	1871	92 1/2	Western Pacific (Cen. Pac.):						
2d M. (Gt. W.Rwy. of '69, 181m.)	2,500,000	7	" " "	" " "	1893	86 1/2	1st Mortgage assumed, gold	2,735,000	6 1/2	Jan. & July.	New York.	1890	"
Equipment (Tol. & Wab. 75m.)	600,000	7	" " "	" " "	1883	82	Western Pennsylvania (Penn.):						
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" " "	1907	87 1/2	1st Mortgage (main line 67 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" " "	" " "	1900	91 1/2	1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1898	"
Troy, Salem & Rutland (R. & S.):							Western Union (M. & St. P.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	"	1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1890	"
Troy Union (and Depot):							West Jersey:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	"	Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	"
2d Mortgage, guaranteed	180,000	6	" " "	" " "	1878	"	1st Mortgage, Jan. 1, 1868	1,000,000	6	Jan. & July.	"	1896	96
Tuckerton:							Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101 1/2
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	"	West Wisconsin:						
Union Pacific:							1st Mort. land gr. gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	"
1st Mortgage gold, tax free	27,237,000	6 1/2	Jan. & July.	N. Y. & Bost.	'96-'99	87	Whitehall & Plattsburg (M. & P.):						
2d Mortgage (Gov. subdly.)	27,236,000	6	" " "	" " "	'96-'99	"	1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	"
1st Mort. Land Grant	9,193,000	7	April & Oct.	" " "	1889	70 1/2	Wicomico and Pocomoke:						
Income Mortgage	10,000,000	10	March & Sept.	" " "	1874	82 1/2	1st Mortgage	200,000	7	Jan. & July.	New York.	1873	"
Omaha Bridge B'ds, etc \$250,000	2,500,000	8 1/2	April & Oct.	London.	1896	"	Williamston and Tarboro':						
Union Pacific (Central Div.):							1st Mortgage	350,000	8	May & Nov.	New York.	1900	"
1st Mortgage gold, tax free	1,600,000	6 1/2	May & Nov.	New York.	1895	"	Wilmington, Colum. & Augusta:						
2d Mortgage (Gov. subdly.)	1,600,000	6	Jan. & July.	" " "	'96-7-8	"	1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	76 1/2
Union Pacific, S. Br. (M.K. & T.):							Wilm., Charlotte & Rutherford:						
1st Mortgage gold, skg fund	3,595,000	6 1/2	Jan. & July.	New York.	1899	"	1st Mortgage	1,500,000	8	Jan. & July.	New York.	1897	"
Union & Titusville (O.C. & A.Riv.):							1st Mortgage, endor. by N. Car.	1,000,000	8	" " "	"	1897	"
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	"							

an asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]

Sept. 30,	1871,	63.6	12.3	27	9	400	Gheeshire.....	2,686,367	84,463	2,163,500	854,202	90,753	68.8	585,350	107,374	310,540	787,414	107,649	100
Oct. 31,	1871,	51.5	1.8	27	9	400	Gheeshire.....	2,686,367	84,463	2,163,500	854,202	90,753	68.8	585,350	107,374	310,540	787,414	107,649	100
Nov. 30,	1871,	51.5	1.8	27	9	400	Gheeshire.....	2,686,367	84,463	2,163,500	854,202	90,753	68.8	585,350	107,374	310,540	787,414	107,649	100
Dec. 31,	1871,	51.5	1.8	27	9	400	Gheeshire.....	2,686,367	84,463	2,163,500	854,202	90,753	68.8	585,350	107,374	310,540	787,414	107,649	100
Jan. 31,	1872,	51.5	1.8	27	9	400	Gheeshire.....	2,686,367	84,463	2,163,500	854,202	90,753	68.8	585,350	107,374	310,540	787,414	107,649	100
Feb. 28,	1872,	51.5	1.8	27	9	400	Gheeshire.....	2,686,367	84,463	2,163,500	854,202	90,753	68.8	585,350	107,374	310,540	787,414	107,649	100
Mar. 31,	1872,	51.5	1.8	27	9	400	Gheeshire.....	2,686,367	84,463	2,163,500	854,202	90,753	68.8	585,350	107,374	310,540	787,414	107,649	100
Apr. 30,	1872,	51.5	1.8	27	9	400	Gheeshire.....	2,686,367	84,463	2,163,500	854,202	90,753	68.8	585,350	107,374	310,540	787,414	107,649	100
May 31,	1872,	51.5	1.8	27	9	400	Gheeshire.....	2,686,367	84,463	2,163,500	854,202	90,753	68.8	585,350	107,374	310,540	787,414	107,649	100
June 30,	1872,	51.5	1.8	27	9	400	Gheeshire.....	2,686,367	84,463	2,163,500	854,202	90,753	68.8	585,350	107,374	310,540	787,414	107,649	100
July 31,	1872,	51.5	1.8	27	9	400	Gheeshire.....	2,686,367	84,463	2,163,500	854,202	90,753	68.8	585,350	107,374	310,540	787,414	107,649	100
Aug. 31,	1872,	51.5	1.8	27	9	400	Gheeshire.....	2,686,367	84,463	2,163,500	854,202	90,753	68.8	585,350	107,374	310,540	787,414	107,649	100
Sept. 30,	1872,	51.5	1.8	27	9	400	Gheeshire.....	2,686,367	84,463	2,163,500	854,202	90,753	68.8	585,350	107,374	310,540	787,414	107,649	100
Oct. 31,	1872,	51.5	1.8	27	9	400	Gheeshire.....	2,686,367	84,463	2,163,500	854,202	90,753	68.8	585,350	107,374	310,540	787,414	107,649	100
Nov. 30,	1872,	51.5	1.8	27	9	400	Gheeshire.....	2,686,367	84,463	2,163,500	854,202	90,753	68.8	585,350	107,374	310,540	787,414	107,649	100
Dec. 31,	1872,	51.5	1.8	27	9	400	Gheeshire.....	2,686,367	84,463	2,163,500	854,202	90,753	68.8	585,350	107,374	310,540	787,414	107,649	100
Jan. 31,	1873,	51.5	1.8	27	9	400	Gheeshire.....	2,686,367	84,463	2,163,500	854,202	90,753	68.8	585,350	107,374	310,540	787,414	107,649	100
Feb. 28,	1873,	51.5	1.8	27	9	400	Gheeshire.....	2,686,367	84,463	2,163,500	854,202	90,753	68						

Dec. 31, 1911	Jan. 1, 1912	Feb. 1, 1912	Mar. 1, 1912	Apr. 1, 1912	May 1, 1912	June 1, 1912	July 1, 1912	Aug. 1, 1912	Sept. 1, 1912	Oct. 1, 1912	Nov. 1, 1912	Dec. 1, 1912	Jan. 1, 1913	Feb. 1, 1913	Mar. 1, 1913	Apr. 1, 1913	May 1, 1913	June 1, 1913	July 1, 1913	Aug. 1, 1913	Sept. 1, 1913	Oct. 1, 1913	Nov. 1, 1913	Dec. 1, 1913	Jan. 1, 1914	Feb. 1, 1914	Mar. 1, 1914	Apr. 1, 1914	May 1, 1914	June 1, 1914	July 1, 1914	Aug. 1, 1914	Sept. 1, 1914	Oct. 1, 1914	Nov. 1, 1914	Dec. 1, 1914	Jan. 1, 1915	Feb. 1, 1915	Mar. 1, 1915	Apr. 1, 1915	May 1, 1915	June 1, 1915	July 1, 1915	Aug. 1, 1915	Sept. 1, 1915	Oct. 1, 1915	Nov. 1, 1915	Dec. 1, 1915	Jan. 1, 1916	Feb. 1, 1916	Mar. 1, 1916	Apr. 1, 1916	May 1, 1916	June 1, 1916	July 1, 1916	Aug. 1, 1916	Sept. 1, 1916	Oct. 1, 1916	Nov. 1, 1916	Dec. 1, 1916	Jan. 1, 1917	Feb. 1, 1917	Mar. 1, 1917	Apr. 1, 1917	May 1, 1917	June 1, 1917	July 1, 1917	Aug. 1, 1917	Sept. 1, 1917	Oct. 1, 1917	Nov. 1, 1917	Dec. 1, 1917	Jan. 1, 1918	Feb. 1, 1918	Mar. 1, 1918	Apr. 1, 1918	May 1, 1918	June 1, 1918	July 1, 1918	Aug. 1, 1918	Sept. 1, 1918	Oct. 1, 1918	Nov. 1, 1918	Dec. 1, 1918	Jan. 1, 1919	Feb. 1, 1919	Mar. 1, 1919	Apr. 1, 1919	May 1, 1919	June 1, 1919	July 1, 1919	Aug. 1, 1919	Sept. 1, 1919	Oct. 1, 1919	Nov. 1, 1919	Dec. 1, 1919	Jan. 1, 1920	Feb. 1, 1920	Mar. 1, 1920	Apr. 1, 1920	May 1, 1920	June 1, 1920	July 1, 1920	Aug. 1, 1920	Sept. 1, 1920	Oct. 1, 1920	Nov. 1, 1920	Dec. 1, 1920	Jan. 1, 1921	Feb. 1, 1921	Mar. 1, 1921	Apr. 1, 1921	May 1, 1921	June 1, 1921	July 1, 1921	Aug. 1, 1921	Sept. 1, 1921	Oct. 1, 1921	Nov. 1, 1921	Dec. 1, 1921	Jan. 1, 1922	Feb. 1, 1922	Mar. 1, 1922	Apr. 1, 1922	May 1, 1922	June 1, 1922	July 1, 1922	Aug. 1, 1922	Sept. 1, 1922	Oct. 1, 1922	Nov. 1, 1922	Dec. 1, 1922	Jan. 1, 1923	Feb. 1, 1923	Mar. 1, 1923	Apr. 1, 1923	May 1, 1923	June 1, 1923	July 1, 1923	Aug. 1, 1923	Sept. 1, 1923	Oct. 1, 1923	Nov. 1, 1923	Dec. 1, 1923	Jan. 1, 1924	Feb. 1, 1924	Mar. 1, 1924	Apr. 1, 1924	May 1, 1924	June 1, 1924	July 1, 1924	Aug. 1, 1924	Sept. 1, 1924	Oct. 1, 1924	Nov. 1, 1924	Dec. 1, 1924	Jan. 1, 1925	Feb. 1, 1925	Mar. 1, 1925	Apr. 1, 1925	May 1, 1925	June 1, 1925	July 1, 1925	Aug. 1, 1925	Sept. 1, 1925	Oct. 1, 1925	Nov. 1, 1925	Dec. 1, 1925	Jan. 1, 1926	Feb. 1, 1926	Mar. 1, 1926	Apr. 1, 1926	May 1, 1926	June 1, 1926	July 1, 1926	Aug. 1, 1926	Sept. 1, 1926	Oct. 1, 1926	Nov. 1, 1926	Dec. 1, 1926	Jan. 1, 1927	Feb. 1, 1927	Mar. 1, 1927	Apr. 1, 1927	May 1, 1927	June 1, 1927	July 1, 1927	Aug. 1, 1927	Sept. 1, 1927	Oct. 1, 1927	Nov. 1, 1927	Dec. 1, 1927	Jan. 1, 1928	Feb. 1, 1928	Mar. 1, 1928	Apr. 1, 1928	May 1, 1928	June 1, 1928	July 1, 1928	Aug. 1, 1928	Sept. 1, 1928	Oct. 1, 1928	Nov. 1, 1928	Dec. 1, 1928	Jan. 1, 1929	Feb. 1, 1929	Mar. 1, 1929	Apr. 1, 1929	May 1, 1929	June 1, 1929	July 1, 1929	Aug. 1, 1929	Sept. 1, 1929	Oct. 1, 1929	Nov. 1, 1929	Dec. 1, 1929	Jan. 1, 1930	Feb. 1, 1930	Mar. 1, 1930	Apr. 1, 1930	May 1, 1930	June 1, 1930	July 1, 1930	Aug. 1, 1930	Sept. 1, 1930	Oct. 1, 1930	Nov. 1, 1930	Dec. 1, 1930	Jan. 1, 1931	Feb. 1, 1931	Mar. 1, 1931	Apr. 1, 1931	May 1, 1931	June 1, 1931	July 1, 1931	Aug. 1, 1931	Sept. 1, 1931	Oct. 1, 1931	Nov. 1, 1931	Dec. 1, 1931	Jan. 1, 1932	Feb. 1, 1932	Mar. 1, 1932	Apr. 1, 1932	May 1, 1932	June 1, 1932	July 1, 1932	Aug. 1, 1932	Sept. 1, 1932	Oct. 1, 1932	Nov. 1, 1932	Dec. 1, 1932	Jan. 1, 1933	Feb. 1, 1933	Mar. 1, 1933	Apr. 1, 1933	May 1, 1933	June 1, 1933	July 1,
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See article: (") occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

[illegible]

Aug. 31, 1874	166.00	—		2.00	—		20	13	7	156, Lake Superior and Mississippi..... Minn.	7,081,960 699,170
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[illegible]

[illegible]

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[COMPANIES.	Amount out- standing.	Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	4	.....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	.....
Baltimore and Ohio, pref.	8,000,000	6	7	160
Berkshire,* guaranteed.	600,000	6	7	.....
Bosburg and Corning,* guar.	250,000	6	6	.....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86
Buffalo, N. York and Erie,* guar.	950,000	7	7	74
Camden and Atlantic, pref.	753,696	7	7	73
Catawissa,* pref. and guar.	2,200,000	7	7	84
Cayuga and Susquehanna,* guar.	589,110	7	9	.....
Cedar Rapids & Missouri,* preferred	758,000	7	7	.....
and guaranteed.	400,000	7	7	40
Central (Ohio), preferred.	380,000	8	6	.....
Chemung,* guar.	2,017,815	7	3	82
Cheshire, preferred.	2,425,400	7	10	112
Chicago and Alton, pref.	2,600,000	7	10	.....
Chicago, Iowa and Nebraska,* guar.	20,370,293	7	7	86
Chicago and Northwestern, pref.	2,056,000	7	7	.....
Cleveland and Mahoning,* guar.	6,250,000	8	34	.....
Cleveland and Toledo,* guar.	177,750	8	.....	.....
Cochecho, preferred.	1,822,100	6	6	92
Connecticut and Passumpsic Rivers,	241,900	8	8	114
preferred.	242,000	8	8	.....
Cumberland Valley, 1st pref.	584,261	6	6	.....
" " 2d pref.	1,500,000	6	.....	.....
Delaware,* guaranteed.	1,988,170	7	7	97
Detroit & Milwaukee,* preferred and	330,308	7	7	.....
guaranteed.	192,500	8	8	.....
Dubuque and Sioux City,* preferred	500,000	5	5	.....
and guaranteed.	500,000	5	5	.....
Dubuque Southwestern, pref.	500,000	7	7	84
Eastern (N. H.),* guaranteed.	8,536,910	7	7	77
Elmira, Jefferson and Canandaigua,*	100,000	7	7	.....
guaranteed.	5,078,224	7	7	70
Elmira and Williamsport,* guar.	1,182,550	7	7	.....
Elmira and Williamsport,* preferred	1,180,000	8	4	.....
and guaranteed.	190,750	7	34	35
Erie, preferred.	1,500,000	7	7	.....
Evansville and Crawfordville pref.	300,000	8	8	.....
Hannibal and St. Joseph, pref.	500,000	7	.....	.....
Harrisburg and Lancaster,* guar.	2,646,100	7	5	.....
Houseatic, preferred.	848,700	9	9	87
Huntingdon & Broad Top Mountain,	6,586,135	6	.....	28
preferred.	4,051,744	6	.....	14
Joliet and Chicago,* guar.	1,000,000	9	9	.....
Joliet and Northern Indiana,* guar.	586,800	10	10	.....
Lackawanna and Bloomsburg, pref.	323,375	10	10	.....
Leeds and Falmington,* guar.	9,744,268	7	.....	77
Little Schuylkill,* guar.	3,775,000	8	8	.....
Louisville, Cincinnati and Lexington	282,250	12	12	.....
preferred.	1,844,000	2	2	.....
Marietta and Cincinnati, 1st pref.	1,500,000	8	8	130
" " 2d pref.	1,000,000	6	6	.....
Manchester and Lawrence*.	155,000	8	8	.....
Michigan Southern, guaranteed.	1,037,000	8	8	99
Mill Creek and Mine Hill,* guar.	3,500,000	7	7	94
Milwaukee and St. Paul, preferred.	630,000	8	8	.....
Mine Hill and Schuylkill Haven,*	248,000	5	5	.....
guaranteed.	1,200,000	6	6	.....
Mount Carbon & Pt. Carbon,* guar.	5,996,700	7	.....	.....
New Haven and Northampton*	1,551,800	10	10	14
New York and Harlem, pref.	1,099,720	6	6	.....
Niagara Bridge and Canandaigua,*	450,000	6	6	.....
guar.	205,400	6	6	.....
North Eastern (S. C.), preferred.	1,500,000	6	6	.....
Ordenburg and L. Champlain, pref.	350,000	7	7	.....
Ohio and Mississippi, pref.	142,900	7	7	.....
Pateron and Hudson,* guar.	557,560	7	7	.....
Pateron and Ramapo,* guar.	2,040,000	7	7	58
Peoria and Bureau Valley,* guar.	445,576	6	6	48
Philadelphia and Erie,*	576,000	5	5	.....
Philadelphia and Reading, pref.	809,450	5	5	.....
Philadelphia and Trenton,* guar.	1,700,000	7	7	.....
Pittsfield and North Adams,*	1,300,000	7	.....	.....
Portl. & Kennebec (Yarmouth) guar.	1,000,000	7	7	90
Portland, Sago & Portsmouth,* guar.	274,000	7	7	.....
Portsmouth and Concord*	2,500,000	8	8	.....
Richmond, Fredericksb. & Potomac,	1,408,300	7	7	.....
guaranteed.	300,000	5	5	.....
Rochester and Genesee Valley*	817,050	2	2	.....
Rutland, preferred.	.....	.....	.....	.....
St. Louis, Alton and T. H., pref.	.....	.....	.....	.....
Sandusky and Cincinnati, pref.	.....	.....	.....	.....
Schuylkill Valley,* guar.	.....	.....	.....	.....
Shamokin Valley & Pottsville,* guar.	.....	.....	.....	.....
Tol. Peoria & Warsaw 1st pref.	.....	.....	.....	.....
" " 2d pref.	.....	.....	.....	.....
Toledo, Wabash and Western, pref.	.....	.....	.....	.....
Troy and Greenbush,* guar.	.....	.....	.....	.....
Vermont and Canada,* guar.	.....	.....	.....	.....
Warren,* guar.	.....	.....	.....	.....
White Mountains,* guar.	.....	.....	.....	.....
Wright's York & Gettysburg,* pref.	.....	.....	.....	.....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	.....
Morris, preferred.	1,175,000	10	10	125
Behnydell Navigation, pref.	2,888,997	6	6	27
Union, preferred.	.....	6	.....	.....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	.....	6	7	.....
Marietta Mining, pref.	5,774,400	7	7	.....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 7¢ per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2¢; Scrap Cast, 3¢; Scrap Wrought, 38¢ per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....	per ton	55	@	—
Gartsherrie.....		55	@	54
Glengarnock.....		60	@	61
Eglinton.....		48	@	—
Pig, American, No. 1.....		45	@	—
Pig, American, No. 2.....		43	@	—
Pig, American, Forge.....		35	@	40
Bar, Refined, English and American.....		110	@	—
Bar, Swedes, assorted sizes.....	(gold)	120	@	130

-STORE PRICES.-

Bar, Swede, 1½ x 1½ to 1½ x sq. 1½ to		
5x½ to ¾ & ¼ to 2sq. 6 to 12 x ¾ & ½.....	145	- @155 -
Bar, Refined, ¾ to 2 in. rd. & sq.-1 to 6 in.		
x ¾ to 1 in.....	105	- @107 50
Bar, Refined, 1½ to 6 by ¾ & 5-16 in.....	110	- @112 50
Bar, Refined, 1½ by ¾ & 5-16.....	112	50 @115 -
Large Rounds, 2½ to 3½ to 3½ to 4 in.....	112	50 @125 -
Scroll.....	120	- @160 -
Ovals and Half-round.....	130	- @150 -
Band, 1 to 6 in. by 3-16 to No. 12.....		@122 50
Horse Shoe.....	117	50 @127 50
Rods, ¾ to 3-16 inch.....	110	- @152 50
Sq. ¾ by No. 22 to 1 & 1½ by 13 & 14.....	127	50 @172 50
Nails.....		@ - 9
Sheet, B. Bus to assortment..... (gold)	18	- @104 -
Sheet, Single D. T. Common.....	61	74 @ - 84
Sheet, Doubles and Trebles, Charcoal.....		74 @ - 84
Sheet, Galvanized.....		List 15 per ct. disc.
Rails, English..... (gold).....	perton. 72	- @78 -
Rails, American, at Works in Penna..... c'y. 80		- @ -
Anvils, Eagle..... per lb currency.....	9	@ -

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3/4 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality).....per lb.	1	@	22
English, Spring (2d and 1st quality).....	9	@	10
English Blister (2d and 1st quality).....	11	@	14
English Machinery.....	11	@	14
English German (2d and 1st quality).....	11	@	12
American Blister.....	—	@	11
American, Cast, Tool.....	—	@	17
American, Spring.....	—	@	11
American Machinery.....	—	@	11
American German.....	9	@	—

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common.....	per keg.	—	@	5 50
6d. and 9d. "		—	@	5 75
6d. and 7d. "		—	@	6 —
4d. and 5d. "		—	@	6 25
3d. "		—	@	7 —
Cut, 2d and 3d. Fine.....		—	@	7 75
4d. and 4d. Sugar Box.....		—	@	6 50
Cut Spikes, all sizes.....		—	@	5 75
Shoe, Forged (No. 10 to 5).....	per lb.	21	@	— 30
Copper.....		—	@	— 40
Yellow Metal Sheathing and Slatting.....		27	@	— 35

TIN—DUTY: Pig, Bars and Block, **FREE**; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca.....	(gold).per lb.	— @ —	37
Straits.....	(gold).	— 31 @ —	41
English.....	(gold).	— 31 @ —	31
Plates—Fair to good brands.	Gold.....	—	Currency.....
I. C. Charcoal....	per box.10	87 @ 11	12 50 @ 13 —
I. C. Coke.....	9 50 @ 10 —	11 —	@ 11 50
Coke Terne.....	8 50 @ 9 —	9 75 @ 10 25	
Charcoal Terne.....	9 75 @ 10 25	11 25 @ 11 75	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 45 gravity (in bulk).....	—	—	38	--	11
Crude, 40 @ 47 gravity (in shipping order).....	—	15½	@	—	16
Refined, Standard White (in ship's order).....	—	—	@	—	27
Refined, S. W. (in jobbing lots).....	—	27½	@	—	28
Refined, S. W. (in tin).....	—	29	@	—	29½
Naptha, Refined, (65 @ 73 gravity).....	—	16½	@	—	17
Residuum..... per bbl.	—	12	@	—	12½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.	— @	43
Copper, Bolts	— @	45
Copper, Braziers' (over 16 oz.)	— @	45
Copper, Nails	— @	45
Copper, Old Sheathing, &c., mixed lots	28 @	30
Copper, English Pig	294 @	30
Copper, American Ingot	334 @	34

LEAD—Duty: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct. Spanish.....(gold) per 100 lb. 6 37½ @ 5 62½

German.....	(gold) 6 37½ @ 6 62½
English.....	(gold) 6 50 @ 7 —
Bar.....	— @ 9 25
Sheet.....	— @ 10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c nr lb.	

COAL—DURY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas.....	per ton of 2240 lb.	nominal.
Liverpool Gas Cannel.....	— —	@18 —
Liverpool House Cannel.....	— 22	@23 —
Anthracite (by cargo)	per ton of 2000 lb.	5 — @ 6 —

New York Stock Exchange

Actual Sale Prices for the week ending Jan. 1

Th.26. F.27. Sat.28. M.30. Tu.31. W.1

Canton Co.	102	102	102	102
Central Pacific 6a.	102	102	102	102
Central of N. Jersey.	102	102	102	102
Chicago & Alton.	113	113	113	113
.. pref.	104	104	104	104
.. 1 M.	104	104	104	104
.. S. F.	104	104	104	104
.. Inc. bds.	104	104	104	104
Chicago, Burl. & Q.	112	112	112	112
.. 8a, 1883	112	112	112	112
Chic. & Northwestern	82	82	82	82
.. pref.	86	86	86	86
.. 1st M.	88	88	88	88
.. S. F.	99	99	99	99
.. Consol.	91	91	91	91
Chic., Rock Isl. & Pac.	111	111	111	111
Chl., R. I. & Pa. 7a, 1896.	104	104	104	104
Clev., Col. C. & Ind.	97	97	97	97
Clev. & Pittsburg guar.	89	89	89	89
.. 2 M.	100	100	100	100
.. 3 M.	97	97	97	97
.. 4 M.	97	97	97	97
Clev. and Toledo.	103	103	103	103
.. S. F. 7a.	103	103	103	103
Col., Chl., & Ind. C.	36	36	36	36
.. 1 M.	36	36	36	36
.. 2 M.	38	38	38	38
Del. & Hudson Canal	120	120	120	120
Del. Lack. & Western	93	93	93	93
.. 1 M. 7a.	97	97	97	97
.. 2 M. 7a.	97	97	97	97
Erie Railway.	60	61	62	61
.. pref.	77	77	77	77
.. 1 M. 7a, 1897.	101	101	101	101
.. 2 M. 7a, 1879.	101	101	101	101
.. 3 M. 7a, 1883.	101	101	101	101
.. 4 M. 7a, 1880.	101	101	101	101
.. 5 M. 7a, 1888.	101	101	101	101
.. 7a, con. gold.	101	101	101	101
Great Western 2d mort.	48	48	48	48
Hamball & St. Joseph.	47	47	47	47
.. pref.	68	68	68	68
.. 8a, conv.	70	70	70	70
Hudson River	100	100	100	100
.. 2 M. S. F.	100	100	100	100
.. 3 M. 7a, 1875.	100	100	100	100
Illinois Central	116	116	116	116
.. bonds	116	116	116	116
Lake Shore & Mich. S. F.	95	95	95	95
Lake Shore Div. bonds.	93	93	93	93
Marietta & Cin. 1st pref.	93	93	93	93
.. 2d pref.	93	93	93	93
Michigan Central	116	116	116	116
.. S. F. 8a, 1882.	116	116	116	116
M. S. and N. I. 1 M. S. F.	102	102	102	102
.. 2 M.	97	97	97	97
Mariposa Mining Co.	97	97	97	97
.. pref.	97	97	97	97
Milw. and St. Paul.	54	53	53	53
.. pref.	77	77	77	77
.. 1st mort.	77	77	77	77
.. 2d mort.	94	94	94	94
.. 8a.	106	106	106	106
.. 7 S-10a con.	106	106	106	106
.. 7a, gold.	106	106	106	106
Missouri 6a.	96	96	96	96
.. H. & St. J. ins.	96	96	96	96
Morris and Essex	90	90	90	90
.. 1st mort.	105	105	105	105
.. 2d mort.	105	105	105	105
New York Central.	92	92	92	92
.. 7a, S. F. 1876.	92	92	92	92
.. 6a, S. F. 1883.	92	92	92	92
.. 6a, S. F. 1887.	92	92	92	92
N. Y. Cen. & Hud. Riv. 99	98	99	99	100
N. York and Harlem.	115	115	115	115
.. pref.	115	115	115	115
.. 1 M. 7a, 1873.	100	100	100	100
N. Carolina 6a, old.	34	34	34	34
.. new	34	34	34	34
Ohio and Miss.	48	48	48	48
.. pref.	48	48	48	48
.. 2d M.	84	84	84	84
Pacific Mail S. S. Co.	76	73	75	74
Panama	73	73	73	73
Phila. and Reading.	125	125	125	125

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 1.

Th.25. F.27. Sat.28. M.30. Tu.31. W.1

FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	109	109	109	109
U. S. 5s, 1874, coup.	109	109	109	109
U. S. 5s, 10-40s, reg.	109	109	109	109
U. S. 5s, 10-40s, coup.	109	109	109	109
U. S. 5s, 1881, reg.	114	114	114	114
U. S. 5s, 1881, coup.	117	118	118	118
U. S. 6s, 5-20s, reg. '62.	112	112	112	112
U. S. 6s, 5-20s, c. 1862.	112	112	112	112
U. S. 6s, 5-20s, reg. '64.	113	113	113	113
U. S. 6s, 5-20s, c. 1864.	112	112	112	112
U. S. 6s, 5-20s, reg. '65.	112	112	112	112
U. S. 6s, 5-20s, c. 1865.	112	112	112	112
U. S. 6s, 5-20s, r. n. '65.	116	116	116	116
U. S. 6s, 5-20s, c. n. '65.	116	116	116	116
U. S. 6s, 5-20s, reg. '67.	117	117	117	117
U. S. 6s, 5-20s, c. 1867.	117	117	117	117
U. S. 6s, 5-20s, reg. '68.	117	117	117	117
U. S. 6s, 5-20s, c. '68.	117	117	117	117
U. S. 6s, Pac.R.R.issue.	113	113	113	113

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 31.

W.25. Th.26. F.27. Sat.28. M.30. Tu.31

Catawissa preferred	42	42	42	42
Camden and Amboy	42	42	42	42
6s, 1875	93	93	93	93
6s, 1883	93	93	93	93
6s, 1889	93	93	93	93
mort. 6s, '89	93	93	93	93
Elmira & Williamsport	93	93	93	93
pref.	93	93	93	93
Lehigh Navigation	37	37	37	37
6s, 1884	86	86	86	86
Gold L.	90	90	90	90
R. R. L.	90	90	90	90
Conv. L.	90	90	90	90
Lehigh Valley R. R.	59	59	59	59
6s new coup.	95	95	95	95
6s new reg.	95	95	95	95
Little Schuylkill R.R.	47	47	47	47
7s	93	93	93	93
Minehill	53	53	53	53
Morris Canal	93	93	93	93
pref.	93	93	93	93
North Pennsylvania	49	49	49	49
6s, 1880	99	99	99	99
7s	95	95	95	95
10s, 1887	95	95	95	95
Northern Central	95	95	95	95
Oil Creek & Alleg. Riv.	34	34	34	34
7s	95	95	95	95
Pennsylvania R. R.	56	56	56	56
1st M.	101	101	101	101
2d M.	97	97	97	97
Gen. mort.	94	94	94	94
reg.	94	94	94	94
Penn. State, 6s, 1st series	103	103	103	103
6s, 2d series	106	106	106	106
6s, 3d series	106	106	106	106
Philadelphia City, 6s	95	95	95	95
new	100	100	100	100
Philad. Germ. & Nor.	58	58	58	58
Phila. & Reading	58	58	58	58
Philadelphia and Erie	27	27	27	27
6s	90	90	90	90
7s	92	92	92	92
Phila. Wilm. & Balt.	92	92	92	92
Schuylkill Navigation	92	92	92	92
pref.	92	92	92	92
6s, 1882	92	92	92	92
6s, 1876	92	92	92	92
6s, 1872	79	79	79	79
United Co. of N. Jersey	121	121	121	121
Hestonville, (Horse)	18	18	18	18
Chestnut & Wal.	92	92	92	92
Green & Coates	92	92	92	92
2d and 3d streets	92	92	92	92
Spruce and Pine	92	92	92	92
15th and 16th sts.	92	92	92	92

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 31.

W.25. Th.26. F.27. Sat.28. M.30. Tu.31

Baltimore City 6s, 1875	97	97	97	97
1886	97	97	97	97
1890	96	96	96	96
1884	94	94	94	94
1900	94	94	94	94
Balt and Ohio	94	94	94	94
bonds, 1875	94	94	94	94
1880	94	94	94	94
1886	94	94	94	94
Marietta & Cin. 1st M.	100	100	100	100
2d M.	85	85	85	85
3d M. 8s	85	85	85	85
Northern Central	85	85	85	85
bonds, 1885	87	87	87	87
1900	87	87	87	87
Pittsb. & Connellsv. 7s	95	95	95	95
N. W. Va. 1st mort.	95	95	95	95
2d mort.	95	95	95	95
3d mort.	95	95	95	95
Virginia 6s, Consol.	55	55	55	55
Defer. Certif.	15	15	15	15
City Passenger R. R.	15	15	15	15

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 1.

Th.25. F.27. Sat.28. M.30. Tu.31. W.1

Boston and Albany	146	146	146	146
Boston and Lowell	136	136	136	136
Boston and Maine	125	124	124	124
Boston and Providence	148	148	149	149
Boston, Hartford & Erie	42	42	42	42
7s, new	42	42	42	42
Cheshire, pref.	82	82	82	82
Chi. Burl. & Quincy	138	138	138	138
Concord	138	138	138	138
Connecticut River	105	105	105	105
Eastern	105	105	105	105
Fitchburg	131	131	131	131
Manchester & Law'ree	116	116	116	116
Michigan Central	116	116	116	116
Northern, N. H.	113	114	114	114
Ogdens. & Lake Champ	66	66	66	66
pref.	66	66	66	66
Old Colony & Newport	111	111	111	111
Ph. Wil. & Baltimore	54	54	54	54
Port'd, Saco & Ports.	54	54	54	54
Union Pacific	54	54	54	54
"	54	54	54	54
" Land Grant 7s	77	77	77	77
" Income 10s	77	77	77	77
Vermont & Canada	60	60	60	60
Vermont & Mass.	60	60	60	60
South Boston (Horse)	100	100	100	100
Cambridge	100	100	100	100
Metropolitan	60	58	58	58
Middlesex	58	58	58	58
Central Mining Co.	17	17	17	17
Copper Falls	17	17	17	17
Franklin	9	9	9	9
National	9	9	9	9
Pewabic	12	12	12	12
Quincy	50	51	51	51

London Stock Exchange.

Closing Prices.

	Dec. 13.	Dec. 6.
Atlantic & Gt. W. 1st mort., \$1,000	75	77
Do. 2d mort., \$1,000	61	63
Do. Con. mort. B'nds Bisch's Cert.	33	35
Do. Reorg. Scrip.	97	99
Do. Leas. Lines, Rental Bonds	89	91
Detroit & Milwaukee 1st mort. Bonds	74	77
Do. 2d do.	74	77
Erie shares 100 dol. all paid	42	44
Do. Ticket of Protec. Com. attached	90	92
Do. 6 per cent Convertible Bonds	90	92
Do. European Agency Certificates	90	92
Illinois Central \$100 shares all paid	99	101
Do. Redemption mort. bonds 6 p.c.	98	100
Illinois & St. Louis Bridge 1st mort.	97	98
Marietta and Cincinnati Rail. Bonds	83	87
Michigan Central 8s 1882, conv.	90	100
Panama 2d mort.	92	94
Panama General mort.	92	94
Pennsylvania, 2d mort.	98	100
Do. General mort.	96	97
Do. \$50 shares	45	47
Philadelphia and Erie 1st mort.	94	96
Do. with option to be paid in Phila.	94	96

American Railroad Journal.

Saturday, January 4, 1873.

Stock Exchange and Money Market.

The Money market has continued active and stringent all through the week, with the banks, as well as private lenders, generally, less liberal of accommodation, and rates on call ruling high at from the legal figure of 7 per cent. currency to the few prominent Government houses, to the same rate in Gold, and a commission of up to $\frac{1}{2}$ @ $\frac{1}{4}$ of one per cent. a day, to the more needy of the Stock Exchange firms. The demand for aid has been quite urgent on speculative account at the current prices, which have been against free dealings at the Gold and Stock Boards. The City Banks lost $\frac{3}{4}$ ths of a million of deposits, and reduced their loans nearly $\frac{1}{4}$ millions. Their legal tender averages were cut down $\frac{8}{10}$ millions. They enlarged their specie line about $\frac{4}{10}$ millions, chiefly from the Treasury coin interest disbursements. The Government office had its coin reserve diminished nearly seven millions, and its currency balance $\frac{3}{4}$ millions. The old year wound up with a less favorable Bank report than at the close of the previous year, and a much less

encouraging Money market. The latter may mend early in the New Year. There is no good reason in the general trade of the country, and its large, and in most departments, profitable results, why the market should continue close. The interest and dividend disbursements at this point payable about January 1st are estimated at more than 60 millions, the bulk of which amount will have to be reinvested promptly, with a view to profitable employment. Mercantile credits have been quoted rather slow of sale, with the best grades of business paper rated at 10@12 per cent. per annum discount. At the close on Tuesday, Money was quoted easier on the bases of the legal rate to the more responsible borrowers. The clearances of the banks averaged through the week 121 $\frac{3}{4}$ millions a day, and amounted in the aggregate, for the whole week, to \$608,815,757 as against \$807,802,654 the preceding week. The U. S. Sub-Treasury at this point reduced its currency, balance $\frac{3}{4}$ millions, and its coin reserve nearly 7 millions, as the result of the week's business.

The U. S. Sub-Treasury office last week received \$2,757,919 of currency, and \$4,316,618 of gold, the latter including \$1,176,000 from consols; and disbursed \$6,010,602 of currency and \$11,243,512 of gold, the latter embracing \$3,678,000 of coin interest.

The city banks, in their latest return, show a reduction of \$3,507,100 of legal tender notes, with an increase of \$4,468,700 of specie, and a falling off of \$894,200 in their deposits, with a contraction of \$1,239,000 in their loan and discount averages, and of \$50,300 in their item of circulation. The city bank exchanges, last week, averaged 121 $\frac{3}{4}$ millions. The banks now hold \$1,845,750 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$17,251,800, against \$25,049,500 same time last year. The city bank deposits are now \$198,529,600 against \$200,400,800, week ending Dec. 30, 1871. The legal tender reserve amounts to \$41,119,600, against \$40,282,800 same time last year. The circulation now stands at \$27,573,000 against \$28,542,800 same time last year. The loans are now \$274,572,400 against \$270,534,000 at this date last year.

The coin reserve of the city banks is now about 17 $\frac{3}{4}$ millions as against about 25 $\frac{3}{4}$ millions on the 20th of July; the legal tender reserve is about 41 $\frac{3}{4}$ millions against about 55 $\frac{3}{4}$ millions on the statement of June 15th; and the deposits are now about 198 $\frac{1}{2}$ millions, against 247 $\frac{1}{2}$ millions on the 20th of July.

Under the official programme of the Treasury Department for January, 1873, Government proposes to sell five millions of Gold, as follows: Friday, January 3—One Million. Thursday, January 9—One Million. Thursday, January 16—One Million. Thursday, January 23—One Million. Thursday, January 30—One Million. And to buy in five millions of U. S. Five Twenties, as follows: Thursday, January 2—One Million. Wednesday, January 8—One Million. Wednesday, January 15—One Million. Wednesday, January 22—One Million. Wednesday 29—One Million.

Government revenues were rather more liberal, during the week. The excises yielded within the

week about $8\frac{1}{4}$ millions and thus far in the current fiscal year beginning with July 1, 1872, \$60,720,756. The customs at the port of New York, for the week, were \$1,126,760, and at the out-ports, about \$370,000, more, in coin or coin certificates.

Gold has been moderately active, through the week, with a fair show of speculative confidence, in the face of the liberal coin interest disbursements of the Treasury department, and the severe Money pressure. The export drain was much heavier. The customs call was light. The range of the price during the week has been from $111\frac{3}{4}$ @ $112\frac{3}{8}$, and the closing quotation on Tuesday was 112 against $111\frac{1}{8}$ the preceding Tuesday. The specie outflow last week, was \$1,980,325. The Gold Exchange Bank clearances have averaged about $36\frac{1}{2}$ millions per day during the week.

The customs demand for Gold last week, averaged \$233,200 a day. The arrivals of specie from Europe, Havana and other foreign ports since Jan. 1, 1872, were \$5,488,647 against \$8,582,209 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been \$143,353,393 against \$153,814,406 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, \$80,421,194, against \$88,408,515 during the same time in 1871.

The export drain of specie was \$1,980,325 last week, against \$449,696 same week preceding year. The shipments since January 1, 1872, have been \$71,545,275 against \$68,865,547 during the same portion of 1871.

Foreign Exchange has been in rather better supply and moderate request at a shade easier rates. Bankers' sixty day bills on London closed $109\frac{1}{4}$ @ $109\frac{1}{2}$; sight bills on London, at $110\frac{3}{8}$ @ $110\frac{1}{2}$.

Government securities have been offered with unusual reserve, and have been advancing in price, on an improved investment inquiry, notwithstanding the activity in Money.

U. S. sixes of 1881 closed at 118 @ $118\frac{1}{4}$; U. S. Five-Twenties of 1862, $112\frac{7}{8}$ @ $113\frac{1}{8}$; U. S. Five-Twenties of 1864 at $112\frac{3}{4}$ @ $113\frac{1}{8}$; U. S. Five-Twenties of 1865, $118\frac{3}{8}$ @ $113\frac{1}{8}$; U. S. Five-Twenties of 1865 consolidated, $116\frac{1}{2}$ @ $116\frac{3}{8}$; U. S. Five-Twenties of 1867, $117\frac{3}{8}$ @ $117\frac{1}{2}$; U. S. Five-Twenties of 1868, $117\frac{3}{8}$ @ $117\frac{1}{2}$; U. S. Ten-forties at $109\frac{3}{4}$ @ 110 ; U. S. Fives of 1881 (Funding Loan) $111\frac{1}{4}$ @ $112\frac{1}{4}$; Six per cent. currency Sixes from 113 @ $113\frac{1}{4}$.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 18.	Dec. 24.	Dec. 31.
Consols	$91\frac{3}{4}$	92	$91\frac{3}{8}$
U. S. 5-20s, 1865	92	$92\frac{1}{8}$	$92\frac{1}{2}$
" 1867	92	92	$92\frac{1}{4}$
" 10-40s	$88\frac{1}{2}$	$88\frac{3}{4}$	89
New Fives of 1881	$89\frac{1}{2}$	$89\frac{3}{8}$	$89\frac{3}{4}$
Erie	$42\frac{1}{2}$	$49\frac{3}{4}$	$50\frac{3}{8}$

State bonds have been in less demand, yet quoted generally steady.

Railroad bonds of the more substantial class have been in more confident investment demand. Central Pacific Sixes closed firmly at from $102\frac{1}{8}$ @ $102\frac{1}{4}$.

Railway and Miscellaneous share property has been less active and generally less buoyant as to

values; the extreme stringency in Money operating against the speculative interest, and the market closed tamely.

General business closed up with a fair show of activity in the leading kinds of domestic produce, more especially in Cotton, Flour and Wheat which favored sellers, on an improved inquiry, in good part for shipment. Provisions were quiet and generally less firm. Metals dull as a rule but held with confidence. Ingot Copper exceptionally active and advanced to 33 @ 34 05. Middling upland cotton, left off on Wednesday at $20\frac{1}{2}$ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,661,394 bales, against 1,396,047 bales same time in the preceding year; exports 838,100 bales against 684,350 bales in the previous year; stock at the ports at latest dates, 502,230 bales against 482,893 bales same date 1871.

At the Live Stock Markets, Beeves have been in light supply and moderate demand at from $8\frac{1}{2}$ @ 17 cts.; the latterrates for extra heavy choice holiday stock. Veals at $6\frac{1}{2}$ @ $11\frac{1}{2}$ cts.; Sheep at from $5\frac{1}{2}$ @ 9 cts.; Swine at $4\frac{1}{2}$ @ 5 cts. per lb., all live weight. The week's receipt: were 3,831 Beeves, 1,540 Veal Calves, 10,197 Sheep and Lambs, and 34,079 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Northwestern Int. bonds, 97; St. Louis and Iron Mt. 1st mort., $96\frac{1}{4}$; Boston, Hartford and Erie R. R., $8\frac{3}{8}$; do. 1st mort., $44\frac{3}{4}$; do. guar. bonds, 56; Burlington, Cedar Rapids and Minnesota 1st mort., $87\frac{1}{2}$; Albany and Susq. 2d mort., 95; Ohio and Mississippi consols, $94\frac{1}{2}$; Pacific R. R. 7s, guar. by Mo., 99; Belleville and S. Ills. 1st mort., 8s, 96; Central of New Jersey 1st mort., 104; Pacific R. R. of Mo., 2d mort., 83; Milwaukee and St. Paul Iowa Div., $89\frac{1}{2}$; New Jersey Southern R. R., $25\frac{1}{2}$; New York, New Haven and Hartford R. R., $138\frac{3}{4}$; Western Union Tel., $81\frac{1}{2}$; Wells-Fargo Exp., 86; U. S. Exp., 79; Am. Mer. Union Exp., 68; New Central Coal, $47\frac{3}{4}$; American Coal, 55; Consol Coal, of Md., $47\frac{1}{2}$; Atlantic Mail S. Co., 14; N. Y. State 7s, B. L. reg., 105; Alabama 5s, 59; South Carolina 6s, new, Jan. and July, 22; do. Apl. and Oct., 25; North Carolina Fund Act 1838, 25; do. 6s, issued to N. C. R. R., 60; Arkansas 6s, Fund Act, 43; Texas 10, 1876, 80.

Philadelphia.—Philadelphia and Reading 7s, new, con., $101\frac{1}{2}$; do. Gen'l mort. 7s, reg., 102; do. coupon, 100; Catawissa 7s, new, 100; Danville, Hazleton and Wilkesbarre 7s, 80; Huntington and Broad Top Mt. R. R., $9\frac{1}{2}$; do. consols, $61\frac{1}{4}$; Pennsylvania and New York Canal 7s, 95; Pittsburg, Cincinnati and St. Louis 7s, 81; Allegheny Co. 5s, 78; Pittsburg 5s, $74\frac{1}{2}$. The latest quotations are: City 6s, 95 @ $95\frac{1}{2}$; do. free of tax, $99\frac{1}{2}$ @ 100 ; Pennsylvania State 6s, 1st series, 103 @ $103\frac{1}{4}$; do. 2d series, 107 @ 108 ; do. 3d series, 108 @ 109 ; Philadelphia and Reading, $56\frac{1}{2}$ @ $56\frac{3}{4}$; do. Gen'l mort. 7s, coup., $100\frac{1}{2}$ @ $100\frac{1}{4}$; do. reg., $101\frac{3}{4}$ @ 102 ; do. mort. 6s, 1880, 95 @ $95\frac{1}{2}$; do. 7s, new, conv., $101\frac{1}{2}$ @ $101\frac{1}{4}$; United New Jersey R. R. and Canal Co., 121 @ $121\frac{1}{2}$; Camden and Amboy mort. 6s, 1889, $93\frac{1}{2}$ @ 94 ; do. 1883, 90 @ $91\frac{1}{2}$; do. 1889, — @ $87\frac{3}{4}$; Pennsylvania R. R., 57 @ 57; do. 1st mort., 101 @ 101 ; do. 2d mort., 97 @ $97\frac{1}{2}$;

do. General mort. coupon, $96\frac{1}{4}$ @ $96\frac{1}{2}$; do. reg., 94 @ 95 ; Little Schuylkill R. R., $47\frac{3}{8}$ @ $47\frac{1}{2}$; Morris Canal, 50 @ $50\frac{1}{2}$; do. pref., $124\frac{1}{4}$ @ $126\frac{1}{2}$; do. 6s, 90 @ —; Susquehanna Canal, 7 @ $9\frac{1}{2}$; do. 6s, $75\frac{1}{2}$ @ 78 ; Schuylkill Nav., $6\frac{1}{2}$ @ 7 ; do. pref., $13\frac{1}{2}$ @ 14 ; do. 6s, 1882, $74\frac{1}{2}$ @ 75 ; do. 1872, 79 @ 80; Elmira and Williamsport pref., 40 @ 42 ; do. 7s, 1873, 97 @ 98 ; do. 5s, $58\frac{1}{2}$ @ 60 ; Lehigh Coal and Navigation, 38 @ $38\frac{1}{4}$; do. 6s, 1884, $86\frac{1}{2}$ @ $87\frac{1}{2}$; do. R. R. Loan, 93 @ $93\frac{1}{2}$; do. Gold Loan, $89\frac{3}{4}$ @ 90 ; North Pennsylvania, 50 @ 51 ; do. 6s, $99\frac{1}{2}$ @ $100\frac{1}{2}$; do., 7s, 94 @ 95 ; do. Chattle 10s, 110 @ 110 ; Philadelphia and Erie, 28 @ $28\frac{1}{4}$; do. 6s, 90 @ 90 ; Minehill, 53 @ $53\frac{1}{2}$; Catawissa, 19 @ 20 ; do. pref., 42 @ $42\frac{1}{2}$; do. 7s, 1900, $99\frac{3}{4}$ @ 100 ; Lehigh Valley, $58\frac{3}{8}$ @ $58\frac{3}{4}$; do. 6s, new coupon, 93 @ 95 ; do. reg., 95 @ $95\frac{1}{4}$; do. 7s, $103\frac{1}{2}$ @ 104 ; Fifth and Sixth streets, (horse,) 50 @ 52 ; Second and Third, 59 @ $60\frac{3}{4}$; Thirteenth and Fifteenth, $18\frac{1}{2}$ @ 21 ; Spruce and Pine, 32 @ 32 ; Green and Coates, 45 @ —; Chestnut and Walnut, 57 @ 58 ; Hestonville, 17 @ $18\frac{1}{2}$; Union, — @ 73 ; Germantown, — @ 25 .

Boston.—Cedar Rapids and Missouri 7s, 1891, 88; Danvers R. R. 6s, guar., $95\frac{1}{2}$; Boston and Lowell 6s, 1879, 95; Rutland scrip, 90; do. 7s, 66; Cincinnati, Sandusky and Cleveland R. R., $18\frac{1}{4}$; Portsmouth, Gt. Falls and Conway R. R., 95; Eastern R. R. new, stock, $102\frac{1}{4}$; Vermont Central old stock, 45c.; Norwich and Worcester R. R. 127; Connecticut and Passumpsic Rivers R. R., pref., $92\frac{1}{4}$; Cary Imp., $12\frac{1}{2}$; Brookline Land, 6; New Hampshire 6s, $97\frac{3}{4}$; Maine 6s, 1889, $99\frac{1}{2}$; Connecticut 6s, 1882, $99\frac{1}{8}$; Rhode Island 6s, 1882, $99\frac{3}{4}$; Boston 6s, 1880, currency, 98; do. reg., $96\frac{3}{4}$; Chicago 7s, 98; Charlestown 6s, 1876, $96\frac{1}{4}$; Cincinnati 6s, 1882, $89\frac{1}{2}$; Allouez Mining Co., $15\frac{3}{4}$; Calumet and Hecla, 151; Humboldt, $1\frac{1}{4}$; Petherick, $3\frac{1}{4}$; Ridge, $12\frac{3}{4}$; Rockland, $2\frac{3}{4}$; Shuniah Silver, $2\frac{3}{8}$; St. Clair, $2\frac{3}{8}$.

Baltimore.—Western Maryland 3d mort. guar., $97\frac{1}{2}$; Central Ohio 1st mort. $85\frac{1}{2}$; Wilmington, Columbia and Augusta 7s, $76\frac{1}{2}$; Orange, Alex. and Manassas 7s, $81\frac{1}{2}$; Northern Central 6s, 1900, gold, 96; Parkersburg R. R., 11; Atlantic Coal, 2.25. The latest quotations are: Wilmington, Columbia and Augusta bonds, $76\frac{3}{8}$ @ 77 ; Memphis and Charleston 2d mort., 70 @ 78 ; Pittsburg and Connellsville 7s, 1898, $95\frac{1}{4}$ @ $95\frac{1}{2}$; Baltimore and Ohio, 154 @ 155 ; do., 6s, 1875, $98\frac{1}{4}$ @ —; do., 1880, 96 @ 97 ; do., 1885, 95 @ $95\frac{1}{2}$; Parkersburg Branch, 11 @ 15 ; Northern Central $38\frac{1}{4}$ @ 40 ; do. 6s, 1885, $94\frac{1}{2}$ @ 96 ; do., 1900, $86\frac{1}{2}$ @ 87 ; do., 6s, 1900, gold, 95 @ 96 ; N. W. Va. 1st mort., 103 @ 105 ; do., 2d mort., — @ —; do., 3d mort., 1885, — @ —; Marietta and Cincinnati 1st mort., 7s, 1892, $99\frac{7}{8}$ @ 100 ; do., 2d mort., 7s, $86\frac{1}{4}$ @ $86\frac{3}{8}$; do., 3d mort., 8s, $84\frac{3}{4}$ @ 85 ; Central Ohio, 36 @ 37 ; do. pref., $38\frac{3}{4}$ @ 40 ; do. 1st mort., $85\frac{1}{4}$ @ $85\frac{3}{4}$; Western Md. 1st mort. 6s 1890, 82 @ —; do. 1st mort. guar., 97 @ 100 ; do., 2d mort. guar., 97 @ 97 ; do. 3d mort., guar., 97 @ 98 ; do. 2d mort. pref., $70\frac{1}{2}$ @ 83 ; do., 2d mort. guar. by Washington Co., 84 @ 87 ; Richmond and Danville 1st mort., 73 @ 77 ; Orange and Alexandria 1st mort. 6s, $95\frac{3}{4}$ @ 97 ; do., 2d mort. 6s, $86\frac{1}{4}$ @ 87 ; do., 3d mort. 8s, 93 @ 95 ; do., 4th mort. 8s, 83 @ $83\frac{1}{4}$; Orange, Alex. and Manassas 7s, $80\frac{1}{2}$ @ $81\frac{3}{4}$; Virginia and Tennessee 1st mort. 6s, 96 @

103; do., 6s, 2d mort., $78\frac{1}{2}$ @80; do., 8s, 8d mort., 92@92; Baltimore 6s, 1875, $96\frac{3}{4}$ @97 $\frac{1}{2}$; do., 1884, $96\frac{1}{2}$ @96 $\frac{1}{2}$; do., 1886, $96\frac{1}{2}$ @96 $\frac{1}{2}$; do., 1890 $96\frac{1}{2}$ @97; do., 1893, —@97; do. 1893, exempt, 99@100; do., 1900, exempt, $96\frac{1}{2}$ @96 $\frac{1}{2}$; do., 1900, new, $96\frac{1}{2}$ @96 $\frac{1}{2}$; do. 1902, 96@—; Memphis City 6s, $51\frac{1}{2}$ @54; Maryland 6s, 1890, 97@—; do. Defense Loan, 1883, 102@103; Virginia 6s, old, $38\frac{1}{4}$ @42; do. consol. 6s, $55\frac{1}{2}$ @55 $\frac{1}{2}$; do. reg. 51@—; do. Peelers, 45@50; West Virginia, $15\frac{1}{4}$ @16; City Passenger R. R., $21\frac{1}{8}$ @23 $\frac{1}{2}$; George's Creek Coal, 100@105.

BANKING OFFICE OF FISK & HATCH, New-York, Jan. 2, 1873.

The CHESAPEAKE AND OHIO, the CENTRAL and WESTERN PACIFIC BONDS, all of which have been negotiated by us, we believe to be among the best and most desirable Investment Securities in the market, which in time must become very scarce; especially as the Government will probably, during the coming year, pay off, in gold, another large lot of FIVE-TWENTIES, and issue in their place FIVE PER CENT. BONDS.

The CHESAPEAKE AND OHIO SIX PER CENT. GOLD BONDS, the total amount of which is only \$15,000,000, are secured upon a property worth \$35,000,000 to \$40,000,000, and are fully equal in intrinsic value to the CENTRAL PACIFIC BONDS. They are issued in denominations of \$100, \$500, and \$1,000, coupon or registered, and at their present market price, 86 and accrued interest, are very desirable.

The CENTRAL PACIFIC SIX PER CENT. GOLD BONDS are too well known to require description or commendation. Their total amount is \$25,885,000; they have for a long time ranged in market price near or above par.

The WESTERN PACIFIC SIX PER CENT. GOLD BONDS amount to \$2,735,000. This road is now consolidated with the CENTRAL PACIFIC, and the payment of its bonds, principal and interest, is assumed by the latter. Coupon Bonds \$1,000 each. Their market price to-day is 89 to 89 $\frac{1}{2}$. As they have recently been introduced on the Stock Exchange, we expect to see them rapidly rise to the price of CENTRAL PACIFICs, being substantially the same in character and value.

We buy and sell, as usual, Government Bonds, receive deposits, on which we allow interest, make collections, and conduct a general banking business in all its branches.

FISK & HATCH.

The Virginia Debt.

Governor Walker, of Virginia, is preparing his views on the public debt question, in response to a resolution of the Senate requesting him so to do. The auditor of public accounts is also making up a lot of valuable statistics affecting this subject. A Richmond letter to the Petersburg Index says:

"The two will afford the General Assembly all the information on the subject they wish, but I fear they have already made up their minds. They have, I believe, determined not to pay any interest, and that the coupons shall not be receivable for taxes, the decision of the Supreme Court to the contrary notwithstanding. One of the most prominent leaders of the anti-debt paying party has already perfected plans which will accomplish both of these ends."

Alabama and Chattanooga Railroad.

In the Superior Court of Dade county, at the term just concluded, the Court dismissed the bill of the State of Alabama against the A. and C. R. R., on the ground that the road had been sold in bankruptcy, and the State had become the purchaser.

In the case of the State on the relation of E. D. Graham vs. A. and C. R. R., *quo warranto*, having for its object the forfeiture of the charter of the A. and C. R. R. in Georgia, the Court dismissed the petition unless within thirty days the State of Georgia make itself a party plaintiff to the proceedings. The State had not done so at the adjournment of the Court.

A rule was made, in an agreed case, involving the liability of a constable for failure to make the money on the *fi. fa.* against the A. and C. R. R. In his answer to the rule the constable relied upon the fact that the A. and C. R. R. had become bankrupt, had been sold in bankruptcy, that a bill had been filed by the trustees of the first mortgage bonds, before Judge Bradley, at Mobile, Ala., against all the creditors, and that Judge Bradley has issued injunctions against all of the creditors, and against all others, forbidding them in any manner to interfere with the possession, custody or control of said road, and placing the same in the hands of Receivers of Judge Bradley's Court, and that this injunction had been served upon him as constable.

Judge Harvey held that the return was sufficient.

This decision involves many complicated legal questions, upon the determination of which the future of the new A. and C. R. R. Company depends.

An appeal was taken to the Supreme Court of Georgia, and thence it will, we presume, be taken to the Supreme Court of the United States, where all the interests involved, including the legality of the bankruptcy proceedings, and of Justice Bradley's interlocutory decree, authorizing the issue of bonds, etc., can be finally determined.—*Chattanooga Times*, Dec. 7th.

Pullman's Cars for Vienna.

Mention has been made of the departure for Europe of Mr. George M. Pullman and family, where Mr. Pullman goes, at the solicitation of European railway officials, to complete arrangements for the exhibition of his cars during the Vienna Exposition. The *Chicago Tribune* says:

"The four Pullman cars which have been building at the Detroit shops for the Vienna Exposition have been completed, and will shortly be shipped for Europe. The process of constructing these cars has been very novel, and is worthy of note. They have been set up and finished as if they were to run on American roads, but the various parts have been manufactured in small pieces, and so put together that they can be taken apart, each piece packed in a box, and the whole car transported like ordinary merchandise. These cars will be shipped to Vienna in this manner, thus protecting the elegant work which has been put upon them from exposure during the voyage. When they arrive in Vienna they will be unpacked and put together like an ordinary road carriage. There are two dining and two sleeping cars, and the four will make a Pullman palace car train between Vienna and Paris during the exposition."

The Wilmington (Del.) *Commercial* says that the track layers on the Delaware and Pennsylvania Railroad are now employed day and night in an endeavor to completed the unfinished portion of the road by the 1st of January. On that date the road passes into the control of the Pennsylvania Central, in accordance with a contract entered into between the contractor, Geo. Sellers, and this company. We presume that the road will be thrown open to travel its entire length soon after its completion.

Central (Ga.) Railroad.

By reference to the notice of the Cashier of the Central Railroad and Banking Company, it will be seen that at a meeting of the Board of Directors, held yesterday, action was taken in reference to the dividend of five dollars per share, declared on the 3d inst. The result can but prove highly satisfactory to the friends and stockholders of the road, and is a justification of the faith placed in this company, the model railroad company of the South. It has been determined to pay the dividends on and after the 20th January in cash, or if the stockholders prefer not to wait, they can receive their dividends in the joint mortgage bonds of the Central, Southwestern and Macon and Western Railroads, at ninety-five cents on the dollar, on and after the first proximo. The admirable management and immense resources of the Central are fully shown in this early action towards paying the dividend. We very much doubt if there is another single railroad in the South subjected to such great expenditure in improvements, &c., during the past year, as the Central, that would declare a dividend, much less pay it.—*Savannah News*.

The semi-annual report of the Ohio State Commissioners shows the receipts for the period ending November 15, 1872, were \$878,845, and disbursements \$685,845. There was on deposit in New York at date of report \$125,312 for the purchase and redemption of Ohio State stocks. During the past six months \$192,203 of the funded debt has been redeemed, and the amount outstanding November 15 was \$8,573,546.

There remains now but a gap of thirty-five miles between the present eastern terminus of the International (Texas) Railroad at Troupe, below Tyler, and Long View on the Texas and Pacific Railroad. Work is progressing on this road rapidly, and when it is closed in a month or two, passengers can go through by rail from Shreveport to Galveston.

The Providence and Worcester Railroad Company have commenced running trains upon the new Milford and Ashland Railroad, which connects the Milford and Woonsocket road with the Boston and Albany road at Ashland.

The Tuscarawas Valley Railroad Company have commenced running trains from Canal Dover to Cleveland. The gap between the Pan Handle road and Canal Dover, is less than fifteen miles, and will be built within the coming year.

The United New Jersey Railroad and Canal Co. will pay its regular quarterly dividend of 2 $\frac{1}{2}$ per cent, on and after January 10th, at the office of the Pennsylvania Railroad Co., in Philadelphia, and 57 Broadway, New York.

The Attleborough Branch Railroad Co. has declared a dividend of \$3 50 per share, payable Jan. 1, at Attleborough, Mass.

The Granite Railway Company has declared a dividend of \$4 per share, payable Jan. 1, at 31 Pemberton Square, Boston.

The Haver Branch (Mass.) Railroad Company have declared a dividend of \$3.00 per share, payable January 1.

The Calumet and Hecla Mining Company will pay, January 15, an extra dividend of \$5 per share. The regular quarterly payment of a like sum will be due February 15.

The track-layers on the Missouri, Kansas and Texas Railroad reached Denison, Texas, on the 24th ult.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR PROPERTY
BURNED BY SPARKS FROM LOCOMOTIVE—SPECIAL
RISKS INCIDENT TO PROXIMITY TO RAILROADS.

The case of The Michigan Central Railroad Company vs. Eli B. Anderson, (20 Mich., 244.) was an action on the case brought by Eli B. Anderson, in the Circuit Court for the County of Kalamazoo, against the Michigan Central Railroad Company, for the value of a building, and property therein stored and adjacent consumed by fire on the night of the 20th of April, A. D. 1866; Anderson claiming that the fire was communicated from the sparks and cinders flying from engines passing over the track of the railroad company and was the result of carelessness and negligence on the part of the agents of the company.

The following is the opinion of the court delivered by—

CAMPBELL, Ch. J.—Errors are assigned on rulings and charges of the court upon the trial.

A witness having testified and been allowed to leave the stand, several witnesses on the other side were called to show that he could not have been able to see certain things from a place where it was claimed he had said he was, at the time when he observed the circumstances which he narrated. An application was then made to allow him to take the stand to show that he had not stated what was assumed, and that he had been misunderstood, and to show what he had said or intended and supposed he said. This was not allowed.

There is certainly power in a court to allow a witness to be recalled at his own request or otherwise to explain his testimony and to correct alleged misapprehensions as to what he has said or meant, and it is often a very necessary power to prevent injustice. But we have not found any authority rendering it imperative on courts to permit it. The jury are expected to remember what has been sworn to and the correction will not supersede their conviction of the original statement unless they are satisfied it ought to do so. We cannot, therefore, hold that there has been any error in law on this question and we have no power to review the discretion of the Circuit Judge.

The action was brought against the railroad company for negligence in causing the Sorghum Factory of Anderson to be burnt by sparks from their engines passing along the railroad, which was separated by a highway and some intervening ground from the premises destroyed, which had upon them about the factory a considerable amount of dry and combustible stalks and similar material.

The court, under objection, charged the jury that regard must be had to the actual state of things at the time; the force and direction of the wind; the dryness of the weather; and the proximity of the building to the railroad; and that what might be ordinary care on a still and wet day might not be on a windy and dry one, and when near a combustible matter. The question still being what care a prudent man would exercise in precisely similar circumstances.

There had been full testimony in the case upon the character of the engines and stalks, and the use of proper means to render them as secure as possible from doing mischief by the discharge of

sparks, and this charge was independent of any question as to the quality and character of these equipments, as suitable to be used.

We think the rule laid down was incorrect. Vehicles that can choose their track, and can deviate whenever and wherever it is desired, may properly be required to be used differently according to circumstances. But the necessity of running railroad cars with regularity and uniformity is not a matter of convenience merely. The business cannot be done at all, unless calculations are made upon the movements of trains. And the risks attendant upon a disturbance of that regularity are risks of human life, and not mere business delays. It would not only be vexations, but in the highest degree dangerous to make the movements of cars vary with wind and weather. Those who establish themselves in the neighborhood of railroads must know that the trains are expected to run with regularity, and if there are special risks arising from no want of care in the proper equipment and management of engines and trains, those risks are not chargeable to the railroad, but are incident to the situation. And extra care which they demand must therefore devolve upon those whose interests require the increased vigilance; and the consequence of not exercising it must fall upon the owner, because the railroad is not in fault. We think the judgment must be reversed on this ground.

The other questions so far as they are material, depend upon very similar considerations, and what we have said will probably be sufficient to prevent any misapprehension upon any of them likely to arise in another trial. We do not think it necessary to consider them further.

Judgment reversed.

Cumberland Valley Railroad.

The earnings of this road for the year ending September 30, 1872, were as follows:

From passengers.....	\$189,632 99
" freight.....	374,593 18
" mails.....	6,300 00
" express.....	6,839 97
" other sources.....	3,698 43

\$581,064 57

Expenses, viz:

Conducting transportation.....	\$82,116 97
Motive power.....	92,361 27
Maintenance of way.....	90,157 31
Maintenance of cars.....	16,480 46
General expenses.....	11,958 60

293,074 61

Net earnings.....	\$287,989 96
Add balance from previous year.....	94,798 11
Capital stock issued.....	167,600 00

\$550,388 07

From which deduct—

Dividends.....	\$106,567 67
Interest on bonds.....	25,369 33
Construction.....	141,697 84
Materials.....	23,815 28
Trustees of sinking fund..	115,199 17

412,649 29

Cash and cash balances.....	\$137,738 78
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The company has 19 locomotives. Miles run with passenger trains, 129,117; with freight trains, 132,300; with other trains, 13,872—total miles run, 275,889. Number of passengers carried, 288,817. Tons of freight transported, 322,016. The president in his report says:

Nothing has occurred within the past year to disturb the successful progress of the business of

our road, which continues to improve, and is destined to increase more rapidly in the next year, by reason of the construction of the several side roads, already completed. The Dillsburg and Mechanicsburg Railroad, leading to extensive iron mines in York County, has now been finished and will be operated in a short time. This road, in all its parts, has been substantially built, and is altogether a first-class road. It will be immediately delivered over to us, under an agreement by which it will be operated by our company, upon terms mutually satisfactory. We have loaned to this company a sum sufficient to pay for the superstructure, for which we hold its bonds and mortgage.

The second track of our road has been completed from Bridgeport to Mechanicsburg, and a further extension of 300 feet will reach the terminus of the Dillsburg Road, which will greatly facilitate our operations from that point.

The South Mountain Railroad Company from Carlisle to Pine Grove, increases its business, and is likely to increase it more, which correspondingly adds to that of our road.

The road built by the Mont Alto Railroad and Iron Company, about eleven miles long, from a point near Chambersburg, to the Mont Alto Iron Works, where there is said to be an extensive deposit of iron ore, and a furnace and forge already built, has just been completed and gone into operation, and will doubtless add much to the freight of our road. We loaned also to this company an amount equal to the cost of the superstructure, for which we hold the bonds and mortgage of the company.

The South Penna. Iron and Railroad Company has not yet been brought into successful working condition, in consequence of the pecuniary embarrassments which have overtaken it. This road which passes through twenty miles of the most fertile part of the Cumberland Valley, and five miles further to the most extensive mines of iron ore, is destined to contribute largely to the business of our road, when that company shall have emerged from its present difficulties, and its large landed estate, furnace and mines shall have come into the hands of another party, who shall have the means of conducting operations commensurate with its enormous resources. It is now going through the process of a sale, which must result in producing the desired result. This sale is being made by a trustee under a second mortgage, and subject to that which our company holds, and subject also, to the lease by which we now occupy the road; so that our interests are not at all involved in the sale of the road, and our trust is that it may fall into the hands of capitalists whose interests will be to make the estate profitable, and thereby benefit our road. We have been running this road for the past year at an expenditure of \$23,154 71-100, whilst the receipts amounted only to \$17,369 81-100, making an excess of expenditures \$5,784 90-100. More than one-third of the money expended upon this road was for unfinished work of the contractors, so that in fact, the receipts were quite equal to the legitimate expenses.

It is very certain, that in addition to the ordinary and gradual increase of the business of our road, there will be added that which will be brought by the Dillsburg and Mechanicsburg Road, coming in at Mechanicsburg; the South Mountain Iron Company's Road coming in at Carlisle; the Mont Alto Iron and Railroad Company coming in near Chambersburg, and the South Pennsylvania Iron and Railroad Company coming in seven miles west of Chambersburg; and this, within the next year, will so increase the work to be done, as to render useful the extension of the second track from Mechanicsburg to Carlisle, and at no distant day, over the whole length of our road. The iron ore of Cumberland Valley is in quantity almost limitless. Our side roads will lead to its entire development. Its proximity to the coal regions, the smelting furnaces, and iron works of our State, making it so convenient, that we must be prepared to meet the demand which will now be made upon our road to carry it,

Our road, as at present located, passes through the main street of Carlisle, and when it shall become necessary to extend the second track to that place, it should be located around the town, either North or South; and there is no difficulty in putting it on either side. Anticipating the necessity for this at no distant day, the engineer has been directed to make a survey of the ground, and an estimate of its cost, that it may be submitted to the board of directors.

We have expended upon the extension of our road from Hagerstown to the Potomac, including the erection of the bridge across the river, \$135,934. The road and bridge are now finished, but will be comparatively useless until the completion of the Martinsburg and Potomac Railroad to the Baltimore and Ohio Railroad at Martinsburg. This is in a state of forwardness, but has not been prosecuted with the degree of energy which its importance required. There is no reason why it might not be completed within a short time.

A lot, at Chambersburg, which lies in the junction of the road which diverges to Hagerstown, and adjoins the warehouse of the company, and which has been a subject of litigation and trouble for several years has been purchased by the company, and will afford us most convenient space.

The car shop and room in the yard at Chambersburg have become inadequate to our necessities at that point, and the purchase of this lot was with the view of supplying the want of more sidings for cars, and a more convenient shop for building, painting and finishing cars.

In anticipation of the increase of business, and as was suggested in our last annual report, there have been purchased two new freight engines, at a cost of \$23,326 7-100, and our shop has been supplied with new tools at a cost of \$1,091 48 100. One new passenger car and five gondola cars have been built during the year, at a cost of \$6,784 19-100.

There can be no doubt of economy in the use of steel rails, it being but a question of first cost, and in accordance with that view, we have adopted the policy of introducing them into our road as fast as circumstances will allow, and in pursuance of this we have put in 204 tons this year, and desire to continue this from year to year as may be expedient.

The bridge over the river at Harrisburg requiring repairs, last year the chords of two spans were renewed and the viaduct bridges at either end—and this year the chords of eight spans have been renewed, and two more will be finished this season, and during this year we have expended in that work \$23,896 93-100.

Our whole road is in excellent condition, and our rolling stock in good order, preparatory to the winter work.

STATEMENT, OCTOBER 1, 1872.

Cost of road.....	\$1,725,142 63
Materials on hand.....	77,037 12
Trustees of the sinking fund.....	579,395 65
Balances of accounts.....	47,360 10
Cash 1st October, 1872.....	90,371 75
	\$2,519,307 25
First preferred stock.....	\$241,900 00
Second ".....	243,000 00
Common stock.....	1,009,350 00
First mortgage bonds, 8 per cent.,.....	161,000 00
Second ".....	109,500 00
Common " 6 per cent.,.....	81,800 00
Due for Dividends.....	58,051 48
Due for interest on bonds.....	14,128 05
Balance.....	600,582 72
	\$2,519,307 25

President.—FREDERICK WATTS.

Directors.—Frederick Watts, Thomas A. Biddle, Thomas A. Scott, Washington Butcher, Wistar Morris, H. J. Lombaert, Daniel O. Gehr, Thomas B. Kennedy, Edmund Smith, J. Edgar Thomson, Josiah Bacon.

Secretary and Treasurer.—EDWARD M. BIDDLE.

Superintendent.—O. N. LULL.

Debt of Milwaukee.

Under the re-adjustment act of March 19, 1861, there are outstanding—

Re-adjustment bonds.....	\$497,000
Re-adjustment scrip.....	2,357
	\$499,327

Under the act of March 23, 1871—

General city bonds.....	\$150,000
Water bonds, the present issue.....	1,200,000
	\$1,349,857

Amount depending upon the recent decision of the U. S. Court on the bonds issued to railroads, about..... 400,000

Making a total of.....\$2,249,357

The formal opening of the Buffalo, New York and Philadelphia Railroad to its terminus at Emporium, Penn., a distance of 120 miles from Buffalo, took place on the 28th ult. Eighty-five miles of this road have been completed since May, 1872. Bronson C. Ramsey, Esq., is president of the company.

SECOND MORTGAGE 7 PER CENT. BONDS SOUTH CAROLINA RAILROAD COMPANY.

The South Carolina Railroad Company having created a Second Mortgage, amounting to

THREE MILLION DOLLARS, for the purpose of retiring all its floating obligations and arranging its non-mortgage bonds, and the bonds authorized to be issued under said mortgage having been duly executed, they are now offered for sale at this office at
75 PER CENT.

Payment will be accepted as follows, viz:

Two-Thirds of the purchase money will be received in the 7 per cent. non-mortgage bonds of the Company at 75 per cent.; balance in cash.

The value of this security now offered entitles it to **VERY HIGH CONSIDERATION.** The mortgage covers the entire property of the Company, embracing 242 miles of first-class road abundantly equipped with locomotives and cars in fine condition, and all the appurtenances of a first-class Railroad --- the first mortgage being only \$3,000,000.

The business of the Road for the present year is estimated at about

\$1,400,000

gross, and its net revenue at over \$550,000. Its present prospects furnish ample ground for very satisfactory anticipations of future earnings.

The Bonds bear date October 1st, and have attached coupons for 7 per cent. per annum interest, payable in April and October, in the City of New York.

After the 31st December inst. the price of the bonds will be 75 per cent., and accrued interest.

J. T. WELSMAN,
CHARLESTON, S. C. Dec. 6. Treasurer.

The undersigned agent for the sale and exchange of the above Bonds, can be found at the Fourth National Bank, in this city.

JOHN C. COCHRAN.
NEW YORK, Dec. 18, 1872.

OFFICE OF THE CENTRAL PACIFIC RAILROAD
COMPANY, No. 54 WILLIAM ST.,
NEW YORK, Dec. 20, 1872.

THE COUPONS OF THE FIRST MORTGAGE BONDS OF THE CENTRAL PACIFIC RAILROAD COMPANY, the WESTERN PACIFIC RAILROAD COMPANY, and the CALIFORNIA AND OREGON RAILROAD COMPANY, due Jan. 1, 1873, will be paid, in gold, at the office of Messrs. Fisk & Hatch, No. 5 Nassau-st.

Schedules of twenty or more coupons may now be presented, for which checks will be ready Jan. 2.

C. P. HUNTINGTON, Vice-President.

1,000 Tons 56-lb. Rails,
Section Cambria No. 35.
BEST AMERICAN MANUFACTURE,
for immediate delivery in the West, will be sold cheap by
MILLER & SMITH,
43 Exchange Place, New York.

Locomotives and Cars for Sale.

New Locomotives of best build.
Second hand Do., various gauge, 10@40 Tons, now running, in good order.
New and Second hand Passenger and Freight Cars.
Also Steel and Iron Rails, Fastenings, &c.

DAVIDGE & WHEELER,
General Railway Business,
78½ Pine St., New York

P. O. Box 4870.

FOR SALE.

1,500 Tons Foreign Steel Rail, approved Brands, in Yard.
Dec. 18, 1872.

GEO. T. M. DAVIS,
47 Exchange Place,
NEW YORK.

HEYERDAHL, SCHÖNBERG & CO.
31 Pine Street,
NEW-YORK.

**10 Cornhill, E. O.
LONDON.**

STEEL AND IRON RAILS.

Sole Agents in the United States for
SAMUEL FOX & CO.'S
Bessemer Steel Rails.

RAILROAD SECURITIES NEGOTIATED.

DREDGING MACHINES AND SCOWS
FOR SALE.

One (Osgood Pattern) Second Hand. Price \$10,000.

One, Almost New. Price \$22,000.

Two Large Dumping Scows, \$3,500 Each.

Apply to

A. W. LADD,
5 and 7 Dey Street.

FOG SIGNALS,
OR
ALARM TORPEDOES.
ALWAYS RELIABLE.

W. BAILEY LANG & CO.,
54 CLIFF STREET, NEW YORK,
No. 9 LIBERTY SQUARE, BOSTON.

A. W. LADD,**NO. 5 DEY STREET, NEW YORK,**

Will cut to order for Bridge and Railroad Builders, WHITE PINE, GEORGIA and FLORIDA PINE, HEMLOCK and OAK TIMBER.

Agent for ROBERT BROWN, Telegraph Contractor.

Telegraph Lines of any length built with Brooks' Patent Paraffine or Glass Insulation and American Compound or English Galvanized Wire at the lowest rates and shortest notice. Also, Wire Fence for Railroads.

REFERENCES:

All the leading Telegraph Companies in the United States.

NEW JERSEY STEEL AND IRON COMPANY,**TRENTON, N. J.,**

Represented by COOPER, HEWITT & CO., No. 17 Burling Slip, New York,

—MAKERS OF—

ROLLED IRON BEAMS,**CHANNEL BARS, TRENTON STEEL TOP RAILS, &C. ALSO,****THE MARTIN STEEL!**

The best and cheapest material for FIREBOX PLATES, and all Machinery uses.

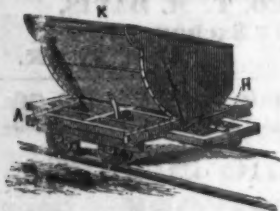
CAMP'S IMPROVED DUMPING CAR.

Fig. No. 1, Car Loaded.

(Used by the
American Dredging Company.)

RIGHTS FOR SALE BY

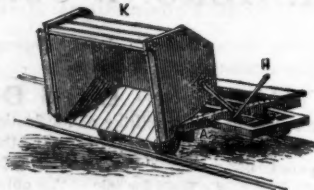
N. H. CAMP,

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

Address, **N. H. CAMP,**

Care N. C. MILLER, 61 Broadway, New York City;

or HAWKINS, WILLARD & CO., 28 Market St., Chicago.

RAILROAD IRON.1,000 Tons TREDEGAR RAILS.
1,000 Tons CROSHEY RAILS.
1,000 Tons STOCKTON RAILS.

Now in Yard and for sale by

WM. H. PETIT,
72 Wall-st., New York.**RAILROAD IRON.**2,000 tons best Welsh make 56 lbs.
2,000 Extra quality 56 lbs.

For sale by

DANA & CO.,
18 William street.

JAMES BULGER. GEORGE B. COLE. JOHN H. BULGER.

James Bulger & Co.,**Engineers, Machinists**

AND

Iron Founders.STEAM ENGINES, MILLS, HYDRAULIC PUMPS,
PRESSES AND GENERAL MACHINERY.

15 and 54 North Second Street, Near First,

Brooklyn, E. D., N. Y.

FULLER, LORD & CO.,**Machine-Forged Nuts,****BOLTS & NUTS,****WROUGHT WASHERS,****BOONTON CUT NAILS,****139 Greenwich Street,****NEW-YORK!****FOR SALE.**

Four new passenger Coaches for sale; two 60 passenger each, price \$5,250; two 76 passenger-price \$7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

Apply to

A. W. LADD

85tf 5 and 7 DEY STREET NEW YORK.

PACIFIC MAIL**Steamship Company's****LINE TO****California, Japan and
China.****VIA PANAMA,****CARRYING MAILS, PASSENGERS AND
FREIGHT TO
ASPINWALL, PANAMA, SANTA MARTHA AND
GREYTOWN, AND PACIFIC COAST OF
MEXICO, CENTRAL AMERICA, PERU,
AND CHILE.**

Steamers leave 10th 20th and 30th each month, except when those days fall on Sunday, then the day previous.

Jan. 10, 1873—Steamer HENRY CHAUNCEY, CAPT. A. G. GRAY, will leave Pier No. 42, North River, at 10 o'clock A. M. for Aspinwall direct, connecting at Panama with steamer MONTANA, Capt. Connelly, touching at Acapulco, Manzanillo, Mazatlan and San Diego, and also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel.

Steamer GREAT REPUBLIC will leave San Francisco, Jan. 1, 1873, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

PHILIP S. MILLER.

LENOX SMITH

AMERICAN AND FOREIGN**STEEL & IRON RAILS.****STREET RAILS,****Railway Fastenings, etc.****MILLER & SMITH,****43 Exchange Place, N. Y.****THE****TAUNTON LOCOMOTIVE****MANUFACTURING COMPANY,****TAUNTON, MASS.,**

HAVING large facilities, and having had a long experience in the business, are prepared to furnish

LOCOMOTIVES,**EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.****ALSO ALL KINDS OF****RAILROAD MACHINERY,****STATIONARY ENGINES AND BOILERS.****SUGAR MILLS, SHAFTING, ETC.****HARRISON TWEED,****Agent and Treasurer.****P. I. PERRIN, Sup't.**

Established 1820.

William J. Young & Sons,**SUCCESSORS TO****WM. J. YOUNG, WM. J. YOUNG & CO.,
WM. J. YOUNG & SON,****MATHEMATICAL & ENGINEERING****Instrument Manufacturers,****AT THEIR OLD LOCATION****43 NORTH SEVENTH STREET,****PHILADELPHIA,**

Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

HAND'S IMPROVED DUMPING CART.

PATENTED APRIL 4th, 1871.

THE MOST PERFECT YET INVENTED.

Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

Manufactured and for Sale by

WILLIAM & HENRY HAND,

PLAINFIELD, N. J.

STATE AND COUNTY RIGHTS FOR SALE.

**Safe Car Lamp,
MINERAL SPERM OIL,
NO KEROSENE.
Williams, Page & Co.,
BOSTON,**

Manufacturers of their well known Car Lamps and of Superior Car Candle Lamps, are making

Mineral Sperm Oil Lamps

now used by Boston and Albany, Providence, Eastern, Fitchburg, Lowell, and many other Roads, and by Pullman Palace Cars in place of Kerosene or Candles. Circulars, Lithograph and Price List sent when requested.

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Manufacturers of Lamp and Candle Burners, and dealers in Mineral Sperm Oil and Candles.

**Manhattan Oil Company,
Office, 16 Broadway, New York,**

JAMES M. MOTLEY, President.

**Mason's Sperm, Manhattan Signal, Extra
Lard, Tallow, and Mystic Coal Oils.**

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

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NICKEL PLATING done on an improved plan warranted not to rust or tarnish. Also Silver Plating and Bronzing.

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Undertake all business connected with Construction, Equipment, and Negotiations, for Railroads. Power, Stock, Rails, and Supplies furnished to order.

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THE

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PROPRIETORS,

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BRIDGES,

ROOFS,

**Turn Tables, Transfer
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OF IRON AND WOOD.

**Railroad Passenger &
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Post's Patent Iron and Combination Bridges,
Howe Truss Bridges with Patent Iron Clamp,
Street Railroad Cars with Higley's Patent Running
Gear and Brake; also Substructures of
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Offices: Waring Block, Cor. Bank
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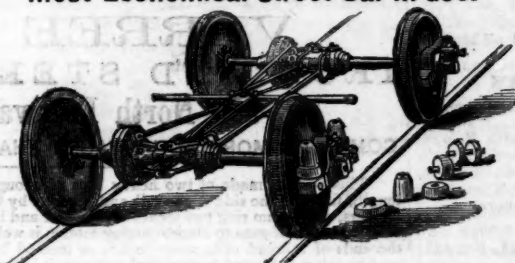
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SIMEON SHELDON, Engineer.



The Lightest Running, Easiest Riding, and
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**Higley's Patent Street Car Running Gear and
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OFFICE NO. 414 WALNUT STREET,
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Rolled or Hammered Car Axles, Bar Iron
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**PHILLIPSBURG
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MANUFACTURERS OF

Hot Pressed Nuts 1 1/2 for 1 1/2 Bolts to 3/4 x 2 for 2 in. Bolts
either Square or Hexagon.

Bridge and Truss Bolts 1/2 in. to 3/4 in. in diameter any
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Car Bolts either Blank or Finished.

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Car Forgings, Car Trucks, and Iron work for Cars in
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Coach or Lag Screws, Washers, Nut Hinges, Crow
Bars, Miners' Drills, and a superior article of Boiler Rivets.

Railroad Splice Bolts and Fish Plates.

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Railway & Machinists' Supplies

OF EVERY KIND.

**Locomotive and Mining Engines,
Narrow Gauge Cars, and Engines,
Freight, Box & Passenger Cars, &c.**

Danville Iron Works,

DANVILLE, PENN.

LIGHT RAILS weighing, per lineal yard, 40 lbs., 35
lbs., 30 lbs., 28 lbs., 26 lbs., 22 lbs., 20 lbs., 18 lbs., and
16 lbs., suitable for Narrow Gauge Railroads, Collieries,
Furnaces, Mills, &c.

GILEAD A. SMITH & CO.,

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THE WHARTON Safety Railroad Switch.

BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R.R. Switch Co.,
28 South 3d St., Philada., Pa.
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YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,
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This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly.

They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

Photographs of Narrow Gauge cars sent by mail.

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78 BROADWAY,
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American & English Rails,

LOCOMOTIVES and CARS,

FISH PLATES, SPIKES, &c., &c.,

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Special attention given to filling orders for Small T and Street Rails, of every weight and description.

Old Rails Bought or Re-Rolled, as Desired.

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MANUFACTURERS' AGENT FOR THE SALE OF
AMERICAN AND FOREIGN

RAILROAD IRON

Of every Size, Weight and Pattern,

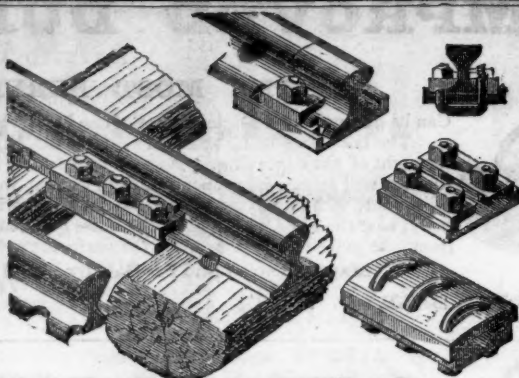
For Steam and Street Roads.

ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.

Special attention paid to the Purchase and Sale of Railroad and Scrap Iron.

CONSIGNMENTS SOLICITED.



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RAIL JOINTS,

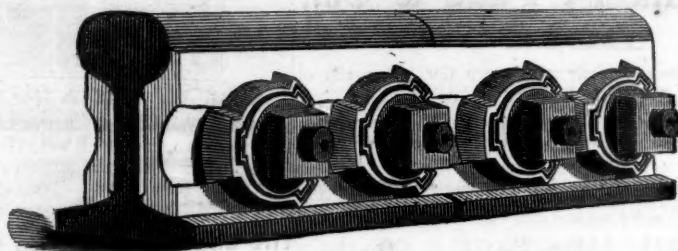
MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS & CO.,

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RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern

PERKINS LIVINGSTON & POST,
31 New St., cor. of Exchange Place,
NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMPY,

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101 & 103 Duane-St. } New York.
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IMPORTERS OF

Prussian Puddled Steel RAILS,

Steel Head Rails, Fish Bars,
SPIEGEL IRON,

Cast Steel Tyres, Axles, &c.

AGENTS FOR

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